



CALIFORNIA TRANSPORTATION COMMISSION  
Adoption of Fund Estimate for 1994 STIP

Resolution No. G-93-11

- 1.1 WHEREAS Government Code Section 14525 calls for the California Transportation Commission to adopt a fund estimate by August 15 of each odd numbered year, and
- 1.2 WHEREAS Caltrans has presented the Commission with a draft Fund Estimate generally consistent with the Commission's adopted STIP/RTIP guidelines, and meeting the requirements of Government Code Section 14524, on July 7, 1993, and
- 1.3 WHEREAS the draft Fund Estimate has been reviewed and discussed by the Commission and regional transportation planning agencies and county transportation commissions, and
- 1.4 WHEREAS the Commission has considered the assumptions and information in the draft Fund Estimate, which include the revenue situation for state highway and transit funds, outlook for fund transfers and non-capital expenditures which are approved annually in the State Budget, existing capital project commitments from the 1992 STIP as amended, and requirements for funding other parts of the state transportation program such as SHOPP and State/Local Partnership, and
- 1.5 WHEREAS the Commission has received from Caltrans a revised proposed Fund Estimate dated August 1993,
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts a Fund Estimate for the 1994 STIP and other related programs, covering the State Highway Account, the Transportation Planning & Development Account, the state Aeronautics Account, the state Toll Bridge Accounts, and two rail bond funds, and
- 2.2 BE IT FURTHER RESOLVED that the Commission recognizes that funding available for 1992 STIP programming is now about \$3.3 billion less than was forecasted when the 1992 STIP was adopted, due to failure of the voters to approve Proposition 156 in 1992, the extended economic recession, transfers of funds from transportation accounts to the state General Fund in the 1992-93 and 1993-94 State Budgets, Congressional impounding of federal funds expected under ISTEA, unanticipated needs for federal enhancement programming, and uncertainties about funding seismic retrofit of toll bridges, which is partially offset by federal and state funds available in FY 1999-2000 and FY 2000-2001 and lower long-term inflation rates, and

2.3 BE IT FURTHER RESOLVED that the Commission recognizes that essentially every assumption in the revised proposed Fund Estimate is optimistic, which yields the following risks:

- o if the 1994 rail bond loses, revenues fall short by \$1 billion,
- o if Congress continues to impound as much as 20% of federal funds from ISTEA, funds available fall short by as much as \$1 billion through 1997,
- o if the Legislature continues to transfer transportation funds to the state's General Fund through the annual state budget, funds available fall short by as much as \$1 billion,
- o if the Legislature continues to loan transportation funds to the state General Fund, and the General Fund does not repay those loans as scheduled, funds available fall short by as much as \$140 million based on loans to date, plus any future loaned amounts,
- o if the State/Local Partnership program gets full funding called for in statute through the year 2000, funds available decrease by \$300 million, and
- o if seismic retrofit for toll bridges is funded in whole or in part from the State Highway Account, expenditures increase by as much as \$600 million,
- o if Caltrans cannot achieve 5% savings in non-capital-program costs, on top of 5% realized during the past two years, expenditures increase by as much as \$380 million,
- o if Caltrans cannot contain future budget increases (BCPs) within its existing base budget except for \$10 million per year to cover increases in facility inventory, expenditures increase by as much as \$460 million,
- o if the current economic recession continues longer than expected, revenues will be substantially lower than forecasted, and
- o if cumulative average inflation exceeds 3.5% any time during the next seven years, considerably more of the funds available are consumed by the existing program,

2.4 BE IT FURTHER RESOLVED that, with some uncertainty and doubt, the Commission accepts the following assumptions for purposes of the 1994 STIP Fund Estimate:

- o the state's voters will pass the 1994 rail bond,
- o Congress will provide full funding for ISTEA programs after FFY 1993,
- o the Legislature will make no further transfers of transportation funds to the state General Fund after FY 93-94, and will repay existing loans as indicated in the State Budget by FY 94-95,

- o Caltrans can contain future budget increases (BCPs) to \$10 million per year, by making offsetting reductions in its base budget, unless new revenues become available,
- o Caltrans can achieve 5% savings in non-capital-program costs as proposed,
- o the current economic recession will play out following the assumptions used in the State Budget and the revised proposed fund estimate,
- o cumulative long-term inflation rates will not exceed 3.5% per year through year 2001, and

2.5 BE IT FURTHER RESOLVED that the Commission directs that the proposed Fund Estimate be revised to provide a more balanced and prudent overall picture of the long-term funding situation, with the following assumptions:

- o the State/Local Partnership program will be fully funded at statutory levels through year 2000, as called for in the Transportation Blueprint, since all other programs collectively exceed statutory levels by more than \$900 million through year 2000, and
- o project development will be funded at the level needed to deliver the 1992 STIP as amended plus local programs, since the STIP is a statutory delivery schedule, and

2.6 BE IT FURTHER RESOLVED that the Commission directs that the Fund Estimate leave open the issue of seismic retrofit of toll bridges, with funding source to be determined in future legislation, and

2.7 BE IT FURTHER RESOLVED that the Commission's assumptions are based on existing statutory direction, from the Transportation Blueprint (including the rail bonds), the last two State Budgets, and federal ISTEA, and

2.8 BE IT FURTHER RESOLVED that the Commission recognizes that these changes in assumptions, as well as likely and potential future risks, will yield a deficit, possibly more than \$4.5 billion, in funding for non-capital activities and the existing capital program through FY 2000-01, and therefore the Commission will accept no new program nominations for transportation projects for the 1994 STIP to be funded from the State Highway Account, except for projects that are direct trades for funds already programmed, in accordance with cost savings, program management, and other existing Commission policies, and

2.9 BE IT FURTHER RESOLVED that the Commission intends to hold the current schedule of projects in the 1992 STIP as amended through July 1993, and not reprogram projects to match the uncertain availability of funds during the next five years, pending the 1996 STIP, to preserve the opportunity for the Legislature and Administration to consider additional revenue that could fund the program and maintain program expectations from the Transportation Blueprint, and

- 2.10 BE IT FURTHER RESOLVED that the Commission directs Caltrans to prepare a revised final Fund Estimate for the 1994 STIP by August 15, 1993, following direction in this resolution, and transmit that fund estimate to the Legislature, the Administration, regional transportation agencies, and county transportation commissions, accompanied by a clear statement of the long-term program deficit shown in the Fund Estimate as well as the potential for greater deficit, with reference to the factors and magnitudes that could increase the shortfall beyond that shown, and the inability to continue programming at the levels specified in the Transportation Blueprint, and
- 2.11 BE IT FURTHER RESOLVED that in keeping with requirements of the 1991 federal ISTEA, the Commission will accept project nominations for federal Transportation Enhancement Activities from Regional TIPs and Caltrans' PSTIP, to a total of about \$150 million in accordance with program guidelines, for programming of \$91.5 million in the 1994 STIP, and
- 2.12 BE IT FURTHER RESOLVED that the Commission will accept project nominations for the Retrofit Soundwall program from Caltrans' PSTIP, using cost savings recently estimated at about \$22 million, and
- 2.13 BE IT FURTHER RESOLVED that the Commission will accept project nominations for the Aeronautics Program from Caltrans' PSTIP or Regional TIPs, to a total of about \$11 million through FY 1996-97, and
- 2.14 BE IT FURTHER RESOLVED that the Commission approves the Fund Estimate for the state's Toll Bridge Accounts, which shows funds available for programming only for the Vincent Thomas Bridge, and account deficits (pending potential bond sales) for the remaining three accounts, and the Commission will accept project nominations for the Vincent Thomas Bridge and approaches from Caltrans' PSTIP, and
- 2.15 BE IT FURTHER RESOLVED that the Commission recognizes that funds may be available for new programming in the Transit Capital Improvement Program for 1994-95, but the amount available for programming, if any, from the TP&D Account remains to be determined by October 1993 following review of the current program and fund condition in the 1993-94 State Budget, and
- 2.16 BE IT FURTHER RESOLVED that the Commission approves regional and county targets for federal Transportation Enhancement Activities, and expects all projects to be nominated by program year showing both current and escalated costs, in priority order, with 30% of a region's bid target available for nominations in each of FY 93-94 and 94-95, and the remainder in FY 1995-96, and
- 2.17 BE IT FURTHER RESOLVED that the existing 1992 STIP as amended meets current county minimum requirements, and the Commission intends that any future rescheduling of STIP projects would be done on the basis of delayed delivery, county minimum requirements, and relative priorities of regional agencies and Caltrans at the time when such rescheduling might be considered.



# **1994 STIP FUND ESTIMATE**

**Adopted by  
California Transportation Commission  
August 5, 1993**

**Prepared by  
Department Of Transportation  
Business, Transportation And Housing Agency**

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# **1994 STIP FUND ESTIMATE**

## **EXECUTIVE SUMMARY**

This document presents the Department of Transportation's (Department's) 1994 STIP Fund Estimate. It was produced based on trends and existing law. The creation of this Fund Estimate required many significant assumptions. Should any of these key assumptions require revision at some later date, the funding picture presented here would also require revision.

### **Funding Shortfall**

Based on the assumptions in this Fund Estimate, at the end of 1998-99, revenues are expected to fall \$2.3 billion short of being able to fund the 1992 STIP commitments and maintain the existing highway system and non-STIP programs. This shortfall is largely attributable to two factors:

- The worst economic recession since the 1930's, coupled with reduced expectations for future economic growth, has significantly depressed revenues; and,
- The voters' rejection of Proposition 156, the 1992 Passenger Rail Bond measure.

In addition, the seismic retrofit of toll bridges is unfunded, adding \$610 million to the transportation funding shortfall.

### **Recommendations**

In order to deal with the \$2.3 billion shortfall that has been identified and live within available resources, the Department recommends that existing programs be reduced:

- In order to minimize project delays in the 1992 STIP, local agencies and the Department should review all existing projects and complete a critical analysis of each project to insure the scope and cost of the project is absolutely necessary to solve the critical transportation problem which generated the need for the project.
- In the 1993-94 budget, the Department implemented efficiency reductions in the project support area. The Department is strongly committed to reducing the cost of doing business through improved efficiency, and therefore proposes additional efficiency reductions of five percent for other noncapital support expenditures in the State Highway Account. This reduction will generate \$380 million in additional funds for capital and project support during the STIP period.
- The annual budget change proposal reservation has been set at \$25 million to fund new important work and maintain new highway inventory placed in the system. The Department proposes to reduce this reservation to the \$10 million that would be needed to maintain new highway inventory. Any new important programs will be funded by reprioritizing existing work while maintaining the five percent efficiency reduction. This recommendation will generate \$460 million in additional funds for capital and project support programs in the STIP period.

In summary, with these recommended reductions and the revenues available in the two new years of the 1994 STIP period, there are sufficient funds available to fund all existing STIP commitments with a reserve of \$33 million to fund unforeseen revenue shortfalls.

## **Areas of Critical Uncertainty**

Key assumption are made in each of these areas:

- Continuing, modest improvement in California's economy;
- Full funding of Federal ISTEA levels; and,
- Voter approval of the 1994 Passenger Rail Bond.



# **1994 STIP FUND ESTIMATE**

## **Introduction**

**The purpose of the Fund Estimate is to provide a seven-year estimate in annual elements of all Federal and State funds reasonably expected to be available in each county for programming in the State Transportation Improvement Program (STIP).**

To accomplish this, the Fund Estimate used the final 1993-94 budget to establish the financial condition of the various transportation funds. This financial condition, adopted by the CTC, then becomes the basis for making changes to the long-term funding commitments through the balance of the STIP process.

In accordance with previous Fund Estimate Methodology, this Fund Estimate has been designed to be a concise policy document. The prime focus is on the information the CTC will need to determine the range and type of project nominations it will accept for the STIP, and the choices it can make among those projects to satisfy the statutes.

## **Major Issues**

### **ECONOMY**

The California economy appears to be stabilizing after three years of recession. Although the current economic data indicate the overall decline may have ended, recovery remains to be realized. The Fund Estimate is consistent with the Department of Finance's May Revision, which expects the sideways movement in the economy to continue throughout 1993, before some improvement is seen in 1994.

Economists indicate that the robust growth rates experienced in the 1980's in California are behind us and future growth will be more modest. Continuing major defense cuts, along with an overbuilt commercial real estate sector, severe State and local government budget problems, and high business and living costs are expected to hold down growth over the longer term.

### **RAIL BONDS**

One of the key pieces of legislation that came out of the 1989 Summit Committee on Transportation was AB 973 (Costa), which placed a series of three \$1 billion general obligation bond issues on the ballot; one each on the June 1990, November 1992, and November 1994 ballots. The 1990 STIP was programmed assuming all three of these measures would pass.

However, Proposition 156, the bond measure on the November 1992 ballot was rejected by the voters. This Fund Estimate reflects that loss, showing a \$991 million deficit in the Passenger

Rail and Clean Air Bond Act Fund, but continues to assume that the 1994 bond measure will be approved.

Although the statutes specify that the debt service on these bonds is to be paid by the General Fund, State fiscal problems required loans to the General Fund of \$52 million in 1992-93 and \$91.5 million in 1993-94 in order to pay debt service costs. The Fund Estimate assumes that these loans will be repaid and the General Fund will continue to be responsible for the debt service on the rail bonds.

### **Seismic Retrofit**

Following the Loma Prieta earthquake, the California legislature, through the passage of legislation (SB 36X, AB 38X, and SB 2104), mandated that the Department retrofit all seismically-deficient, publicly-owned bridges in the state. Preliminary estimates indicated the capital and support cost to retrofit the toll bridges would be approximately \$650 million. The 1993-94 budget appropriated \$32 million from the State Highway Account and \$8 million from the Toll Bridge Account to begin the retrofit process. The remaining \$610 million to complete seismic retrofit is unfunded.

### **FEDERAL RESOURCES**

#### **Obligational Authority**

Obligational authority (OA) is the ceiling Congress places on all commitments of apportionments for any given year. Individual States receive OA in proportion to their apportionments and allocations. From a Fund Estimate point of view, OA is the prime determinant of usable Federal funds.

This Fund Estimate assumes that the Federal government will follow the spirit and intent of ISTEA and provide obligational authority consistent with the apportionment levels established in that legislation.

#### **Current Law Assumed**

No assumption was made concerning passage of an economic stimulus package involving transportation funding or adoption of a Federal energy tax. The former could provide additional resources, while the latter could reduce fuel consumption and therefore State Highway Account revenues.

#### **State/Local Split**

A higher proportion of Federal funds coming to California is allocated to local governments than was anticipated in the 1992 Fund Estimate, which was prepared based on preliminary data concerning the provisions of ISTEA. Thus, although total Federal resources in the 1994-95 through 1998-99 period are only about \$100 million lower than the last Fund Estimate, Federal funds available for State expenditure are \$460 million less.

## **COUNTY MINIMUMS**

### **Overview**

The Fund Estimate is required to identify funds available for programming by county. The level of programming by county is driven by the county minimum formulae\* and by the level of programming in the current and previous five year county minimum period (quinquennium). The 1994 STIP is required by statute to be adopted in full compliance with the county minimum requirements or the Commission will be prohibited from making any project allocations.

### **Quinquennium Shift**

The statutes state that any county that does not receive its county minimum in the second quinquennium (which ended in June 1993) will have its county minimum increased by the corresponding amount in the third quinquennium. These deficits are identified in the individual county estimate sheets included in this Fund Estimate. There is no corresponding provision, however, that a deficit from the third quinquennium carry over to the fourth.

In the third quinquennium, there are currently more projects programmed than can be funded in that time period. As a result, all counties but one (Trinity) have more projects programmed than their county minimum requires. This Fund Estimate makes no assumptions regarding which projects will eventually be shifted from the third to fourth quinquennium. As a result, the county estimate sheets tend to overstate the funding surplus in the third quinquennium and understate the programming level in the fourth quinquennium.

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\* The county minimum formulae determine how funds available for capital expenditure are to be distributed geographically. Sixty percent of the funds are to be distributed in the southern county group while 40 percent are distributed in the northern county group. The funds allocated within each county group are apportioned 30 percent at the discretion of the Commission, and 70 percent based on the county minimum formula. The county minimum calculation for each county in the county group is based 25 percent on highway miles, 75 percent on county population.

County minimums are required to be met within each five year county minimum period. This five year period is commonly referred to as a quinquennium. The first quinquennium ran from 1983/84 through 1987/88, the second from 1988/9 through 1992/93, the third runs from 1993/94 through 1997/98, and the fourth from 1998/99 through 2002/03. The 1994 STIP period includes the last four years of the third quinquennium and the first three years of the fourth quinquennium.

## TEN-YEAR FUNDING TARGETS

### Overview

One of the requirements of the Department's Proposed Fund Estimate is that it notify the Commission if the ten-year funding targets established by the 1989 Summit Committee On Transportation legislation\* may not be met under the Fund Estimate being submitted.

The ten-year funding targets for transportation included both STIP and non-STIP programs.

Non-STIP programs include:

- Subvention to cities and counties,
- Traffic System Management,
- State-Local Partnership,
- Environmental Enhancement and Mitigation,
- Maintenance and Rehabilitation, and
- Transit Operations and Capital Improvements.

The STIP programs with established ten-year funding targets are:

- Flexible Congestion Relief,
- Interregional Roads,
- Soundwalls,
- Urban and Commuter Rail, and
- Intercity Rail.

As shown in the table on the next page, all of the funding categories included in the ten-year targets, with the exception of the subventions to cities and counties and the State/Local Partnership Program, have been fully programmed or have full funding reserved. In fact, the amount programmed or reserved within the ten-year period exceeds the target level by \$950 million. However, this Fund Estimate shows that resources are insufficient to meet all of these existing commitments. The State/Local Partnership Program will fall \$40 million short of the target level due to reductions made in the 1993-94 budget.

It should be noted that the Loma Prieta earthquake has resulted in significant new expenditures that were not known at the time the ten-year funding targets were established. Seismic retrofitting of bridges on the State Highway system has cost \$900 million and earthquake restoration costs are an additional \$695 million in excess of the Federal Emergency Relief funds made available. These new expenditures, coupled with the failure of Proposition 156 and the downturn in revenues due to the economy, need to be recognized when measuring our success in accomplishing the ten-year funding targets.

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\* Chapter 105, Statutes of 1989, (SB 300, Kopp)

**TEN-YEAR STIP FUNDING LEVELS  
TARGETS VS. PROGRAM  
(\$ MILLION)**

<b>Funding Category</b>	<b>10-Year Funding Target</b>	<b>Capital Outlay Portion</b>	<b>Funds Programmed Or Reserved</b>	<b>Balance To Be Programmed</b>
Subventions to Cities & Counties	\$3,000	\$0	\$2,700 *	\$0
Traffic System Management	1,000	741	765	0
State-Local Partnership	2,000	0	1,960	0
Environmental Enhancements	100	0	100 *	0
Maintenance and Rehabilitation	1,000	741	933	0
Transit Ops. and Capital	500	500	500	0
1988 STIP Deficit	3,500	2,593	2,593	0
Flexible Congestion Relief	3,000	2,222	2,902	0
Interregional Roads	1,250	926	946	0
Soundwalls	150	111	145	0
Urban/Commuter Rail	2,550	2,550	2,550	0
Intercity Rail	<u>450</u>	450	450	<u>0</u>
<b>Total</b>	<b>\$18,500</b>			<b>\$0</b>

\* Funds reserved automatically through Budget or Administrative action.



## Funds Available For Capital Outlay

Under this Fund Estimate, the State Highway Account and the Passenger Rail and Clean Air Act Bond Fund together would have a \$33 million reservation available.

Both the Northern and Southern Bridge Groups have commitments in excess of resources. Only the Vincent Thomas Bridge has resources in excess of commitments. However, toll bridge commitments do not reflect the additional \$610 million required for seismic retrofit.

The Transportation, Planning and Development Account, the Aeronautics Account, and the Clean Air and Transportation Improvement Bond Fund have a combined \$1.4 billion available for programming.

### AVAILABLE FOR CAPITAL OUTLAY SEVEN-YEAR STIP TOTALS WITH DEPARTMENT RECOMMENDATIONS (\$MILLION)

	Funds Available	Current Commitments	Available For Programming
State Highway Account and Passenger Rail and Clean Air Act Bond Fund	\$4,983	\$5,016	-\$33
Clean Air and Transportation Improvement Bond Fund	1,990	982	1,008
Transportation Planning & Development Account	597	229	367
Toll Bridges:			
• Northern Bridge Group	466	613	-146
• Southern Bridge Group	190	362	-172
• Vincent Thomas Bridge	24	3	21
• San Diego/Coronado Bridge	4	4	0
Aeronautics Account	33	11	22

### BY COUNTY

Not all funds are subject to the north/south and county minimum expenditure requirements.

The tables in Appendix B detail each county's minimum expenditure level, by five-year county minimum period, and current program commitments.

### BY PROGRAM

#### State Highway Account and Passenger Rail and Clean Air Act Bond Fund

The Fund Estimate shows the State Highway Account and Passenger Rail and Clean Air Bond Fund combined have \$33 million in funds reserved for critical needs.

### **Clean Air and Transportation Improvement Bond Fund**

The Clean Air and Transportation Improvement Bond Fund (Prop. 116) has \$1,008 million available for programming in the STIP.

### **Transportation Planning & Development Account Programs**

The Transportation Planning and Development Account (TP&D) funds the support costs for the Department's Divisions of Mass Transportation and Rail, the administrative and certain operational costs for intercity rail services and certain commuter rail services, capital costs for Transit Capital Improvements (TCI) and provides part of the funding for planning and research functions. There are \$367 million in funds available to support additional TP&D programming as shown below.

TRANSPORTATION PLANNING & DEVELOPMENT ACCOUNT FUNDS AVAILABLE FOR STIP PROGRAMMING (\$Millions)							
<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>	<u>00/01</u>	<u>STIP Total</u>
\$ .4	\$95.8	\$50.4	\$50.6	\$55.9	\$56.7	\$57.6	\$367.4

### **Toll Bridge Accounts**

All toll revenues collected are used for bridge purposes such as debt retirement, bridge operations, administration, certain maintenance costs not paid by the State Highway Account and construction projects, with the exception of approximately \$24 million annually to be transferred to the Metropolitan Transportation Commission (MTC). While the Department has a statewide system of toll bridges, current law prohibits pooling of account resources. Therefore, each bridge or bridge group Fund Estimate reflects resources available for additional programming, after funding committed capital outlay.

#### Bay Area – Northern Bridge Group

This Fund Estimate shows no funds available for additional programming during the STIP period. This is primarily due to the inclusion of a large Carquinez Straits Bridge project scheduled for 1997-98. An analysis of program capacity considers both cashflow and bonding capacity. The Department will prepare a cashflow plan for this Bridge Group based on the 1994 PSTIP.

#### Bay Area – Southern Bridge Group

This Fund Estimate shows no funds available for additional programming in the STIP period. This is due to the inclusion of a large Route 92/Route 880 Interchange project scheduled for 1997/98. An analysis of program capacity considers both cashflow and bonding capacity. The Department will prepare an analysis of program capacity considering cashflow and bonding capacity based on the 1994 PSTIP projects.

#### Vincent Thomas Bridge

Toll revenues are increasing at a higher rate than previously projected. While toll collection costs are also increasing, the rate of growth is lower than previously anticipated. As a result, the fund reserves available for additional capital outlay programming are gradually increasing. Under current statutes, once capital improvements and seismic retrofit are funded and all outstanding bonds and loans are repaid, the toll rates are to be adjusted to a level that does not

generate more revenue than is needed to efficiently maintain and operate the bridge. It is not anticipated that this will occur during the current Fund Estimate period.

#### San Diego/Coronado Bridge

Toll receipts have been increasing at a declining rate. Combined expenditures, project support and capital improvement costs are projected to exceed available resources by 1994-95. With the passage of SB 122, all state-imposed tolls on the bridge are abolished on June 30, 1995, and the authority to levy tolls on the bridge, not to exceed \$1.50 per vehicle, is transferred to the San Diego Association of Governments (SANDAG). In addition, revenues from any tolls shall be used, first for expenses related to the collection of tolls, operation of the bridge, reimbursement of operating and maintenance costs, and second, for capital improvements on the bridge and its approaches, as determined by the Department. After reimbursing the Department for the above costs, any remaining balance of revenue collected that year are transferred to SANDAG quarterly. Given the transfer of authority to SANDAG to adjust the toll structure and reimburse costs, they have become responsible for the financial integrity of the bridge.

#### Toll Bridge Accounts Funds Available For Additional Programming (\$ Millions)

<b>Northern Bridge Unit</b>							<b>STIP</b>
<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>	<u>00/01</u>	<u>Total</u>
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Southern Bridge Unit</b>							<b>STIP</b>
<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>	<u>00/01</u>	<u>Total</u>
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Vincent Thomas Bridge</b>							<b>STIP</b>
<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>	<u>00/01</u>	<u>Total</u>
\$0	\$0	\$0	\$0	\$16.1	\$2.7	\$1.9	\$20.6
<b>San Diego/Coronado Bridge</b>							<b>STIP</b>
<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>	<u>00/01</u>	<u>Total</u>
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### **Aeronautics Account Programs**

The Aeronautics Program promotes optimum use of existing airports by assuring adequate air service for small and medium sized communities, overseeing a statewide system of safe and environmentally compatible airports that are integrated with other surface transportation systems, and evaluation of statewide aviation needs. There are \$22 million in funds available to support additional aeronautics programming as shown below.

**AERONAUTICS ACCOUNT  
FUNDS AVAILABLE FOR STIP PROGRAMMING  
(\$Millions)**

<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>	<u>00/01</u>	<u>STIP Total</u>
\$4	\$3.7	\$3.8	\$3.8	\$3.6	\$3.5	\$3.4	\$22.2

# Fund Estimate Assumptions

## GENERAL ECONOMIC OUTLOOK

California has experienced three years of recession. Although the economy seems to be stabilizing, no firm evidence of recovery has yet materialized. The Fund Estimate is consistent with the Department of Finance's May Revision, which assumes a modest economic recovery beginning in 1994. Economists expect future growth to be more moderate than that seen in the 1980's due to continuing economic and social problems.

## DEPARTMENT OF FINANCE INFLATION ESTIMATES

Pursuant to Government Code §14525.1, the Department of Finance (DOF) has provided the inflation estimates for use in the 1994 STIP Fund Estimate. These rates are consistent with the weak recovery scenario.

DEPARTMENT OF FINANCE ANNUAL INFLATION ESTIMATES							
	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>00-01</u>
1992 FE	4.0%	4.0%	4.0%	4.0%	4.0%	--	--
1994 FE	3.0%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%

## STATE HIGHWAY ACCOUNT

### Overview

The State Highway Account is the largest of the Fund Estimate accounts. The principle sources of funds are the excise taxes on motor vehicle fuels, truck weight fees, and the Federal Highway Trust Fund. Monies deposited into the account fund the research, planning, construction, improvement, maintenance, and operation of public streets, highways, and exclusive mass transit guideways.

### Revenue Summary

#### Federal Resources

As discussed in the major issues section, net Federal resources assume full funding of the Federal apportionment levels provided in the Intermodal Surface Transportation Efficiency Act (ISTEA). Although obligation authority was limited to about 80% in the 1992-93 fiscal year, the Fund Estimate assumes it will return to 100% in 1993-94 and subsequent years. This Fund Estimate also assumes that Federal funding will continue at these levels even after expiration of ISTEA in 1996-97.

#### State Revenues

State transportation revenues, like other State revenues, have been impacted by the economic downturn. Consequently, State Highway Account revenues are starting at a much lower point than was expected in the 1992 Fund Estimate. Revenues in 1994-95 are \$188 million or nearly 8



percent below what was anticipated. Due to more modest economic growth rates, no rebound in revenues is anticipated, only moderate growth over the Fund Estimate period. Both fuel consumption and weight fees are down from previous assumptions. Fuel consumption is expected to grow near the long-term rate of one percent annually. Weight fees, which are more heavily impacted by the economic problems, should recover slower, eventually returning to annual growth rates of three to four percent.

### **Noncapital Expenditures**

The noncapital program supports the Department's local assistance, maintenance, operations, program development, and project support programs as well as administrative support. Federal noncapital expenditures are based on the percent of apportionments/allocations allowed by statute to be expended for project support and highway planning and research. In general, the State noncapital expenditures shown in the Fund Estimate are essentially:

- Final 1993-94 budget levels;
- Adjusted for known legislative changes;
- Inflated at the DOF provided inflation rates;

As well, the noncapital expenditures reflect the Department's recommendations for dealing with the funding shortfall. The figures for maintenance, planning, program development, operations, and administration, as well the BCP reservation reflect the Department's recommended reductions.

Owner-operator support activities, such as developing project study reports, were grown at the DOF rates. Support for locally funded projects, however, were based on projected work load. All other capital outlay support was set at 33.2% of fundable capital outlay adjusted by the one percent reduction enacted in the 1993-94 budget.

### **Resource Adjustments**

Resource adjustments modify the funds available for capital outlay to better reflect the "true" amount of programmable resources. Pre-obligation is a method of "tying up" Federal resources now, for expenditure at some later date; advance construction is where the expenditure takes place now, but is charged against future Federal funds. In the pre-STIP year, expenditures funded by pre-obligation are essentially free, whereas the paying off of advance construction reduces available resources without a current year expenditure. Accordingly, the Fund Estimate treats outstanding pre-obligations as an addition to Federal resources and advance construction as a drain on Federal resources. The 1993/94 year contains \$508 million in Federal right of way pre-obligations and \$500 million in advance construction.

In addition, the Department uses federal funds that local governments are unable to expend within the required time frames. These local funds will need to be repaid in the STIP period, reducing available resources by \$350 million.

The budget capacity adjustment compensates for the accounting difference caused by the split-financing of projects in the budget and the full programming of funds in the Fund Estimate. The adjustment represents a one-time reduction in State funding capacity of \$59 million.

### **Non-STIP C/O**

#### **State-Local Partnership**

Streets & Highways Code §2600 establishes the State-Local Transportation Partnership Program. The statute called for \$300 million to be programmed in 1990/91, and \$200 million each year thereafter. In the 1993-94 budget, the appropriation for this program was reduced to \$160

million. Consistent with statutes, the Fund Estimate reflects \$200 million per year through the STIP period.

#### Seismic Retrofit and Earthquake Restoration

The earthquake that struck Loma Prieta on October 17, 1989 resulted in two transportation financing needs. First, transportation facilities damaged or destroyed by the earthquake had to be restored. Second, seismically deficient bridges throughout the State had to be retrofitted. The final phase of this work is expected to be completed in 1993-94, however due to delays in completion dates, the funding level shown for the final year is substantially higher than reflected in the prior Fund Estimate.

#### SHOPP, Traffic Systems Management & Reservations

State Highway Operation and Protection Plan (SHOPP) projects are shown as adopted in the 1992 Mid-Cycle Update. Traffic Systems Management (TSM) projects reflect a reservation based on the ten year target levels.

#### **STIP Capital Outlay**

Committed STIP projects include all STIP amendments through June 1993, including the mid-cycle STIP Revision presented in June. In addition, a \$10 million reservation is included in 1994-95 and 1995-96 in the Flexible Congestion Relief program in order to provide the payments required by the U.S. District Court's judgement in *Keith v. Volpe*, dealing with housing commitments attributable to the construction of the Century Freeway.

ISTEA, the Federal transportation funding act, established a new Transportation Enhancement Program. The Federal resources reflected in this Fund Estimate include funding for this program. Therefore, a \$213 million reservation has been included in STIP totals in order to fund this program over the ISTEA period.

### **PASSENGER RAIL BOND FUNDS**

#### **Overview**

AB 973 (Costa, Chapter 108, Statutes of 1989) placed a series of three \$1 billion general obligation bond issues on the ballot to finance rail projects: one each on the June 1990, November 1992, and November 1994 ballots. Upon voter approval, the bond proceeds were to be programmed no more than 85 percent for urban and commuter rail projects and at least 15 percent for intercity rail projects. Also, AB 461 (Katz, Chapter 106, Statutes of 1989) required that the urban/commuter rail programs be subject to the north/south and county minimum programming requirements.

Proposition 108, the first of the three \$1 billion bond issues prescribed by AB 973, was passed by the voters in June 1990; however, Proposition 156, the second of the three measures, was rejected by the voters in November 1992. The 1990 STIP programmed rail projects assuming voter passage of all bond issues prescribed by AB 973, using an 85 percent/15 percent split between urban/commuter and intercity rail projects on routes and corridors specified in the legislation. With the failure of Proposition 156, the 1994 STIP Fund Estimate shows a deficit funding over the seven-year STIP period of almost \$1 billion.

#### **Resources**

AB 973 authorized a series of three, \$1 billion general obligation bond issues to be placed on the ballot. The first \$1 billion was made available by the passage of Proposition 108 in June 1990; the second measure was rejected by the voters in November 1992; and the third measure must be approved by the voters in November 1994 to be implemented. The Passenger Rail and Clean Air

Bond Act Fund Estimate assumes voter approval of the 1994 bond issue. Proposition 116 authorized \$1.99 billion in bonds.

### **Allocations**

Under Proposition 108, \$804.0 million in allocations have been made through July 1993: \$112.6 million to intercity rail projects, \$281.4 million to urban rail projects, and \$410.0 million to commuter rail projects. Under Proposition 116, \$971.8 million in project applications have been approved through July 1993: \$910.6 million to rail projects, \$20.0 million to bicycle projects, \$22.9 million to ferry services, and \$18.4 million to non-urban county projects.

### **Expenditures**

The bond charges in both rail bond Fund Estimates represent the cost of issuance associated with selling the bonds and the fee charged by the State Treasurer's Office and the State Controller's Office for servicing bond proceeds. These charges are estimated at 0.03% of the total bond sales each fiscal year. Administrative support costs for Proposition 108 bonds will be funded by the Transportation Planning & Development (TP&D) Account. Proposition 116 provides \$10 million for support costs. Future operational costs for rail services implemented as a result of both rail bonds will be funded by local agencies or the TP&D Account.

### **Committed Program**

The proceeds of Proposition 108 and the 1994 Bond Act will be available to fund intercity, urban and commuter rail projects. The committed program for the Passenger Rail and Clean Air Bond Fund is based on projects adopted in the 1992 STIP as amended. Proposition 116 will fund intercity, urban and commuter rail projects and certain non-rail projects. The non-rail projects include bicycle, ferry service, railroad museum and non-urban county projects. The committed program for Proposition 116 has not been programmed into the STIP, so the Fund Estimate reflects funding available in 1993-94.

### **Debt Service Financing**

All of the rail bond packages, Proposition 108 and 116 and the November 1994 ballot proposition, specify that the debt service is to be paid by the General Fund. However, the 1992-93 and 1993-94 Budget Acts funded debt service in those years through loans from the State Highway Account and the Transportation Planning and Development Account. The Fund Estimate assumes these funds will be repaid within the seven-year STIP period and accordingly has not reserved any transportation funds for rail bond debt service.

### **1994 Bond Measure**

If the 1994 bond measure does not pass, the STIP will experience a further funding reduction of \$1 billion. If the Commission maintains its commitment to the funding of all projects included in the 1994 STIP, this would mean the deferral of \$1 billion in project funding, including \$850 million that is subject to the north/south split and county minimum requirements. Because of the county minimum requirement, the funding deferral would not be limited to counties with rail projects. Every county would have its funding guarantee for the third quinquennium (1993-98) reduced by about 15 percent, with this funding delayed into the fourth quinquennium (1998-2003). If no projects are deleted from the 1994 STIP, the loss of the 1994 bond measure would reduce new programming capacity in the 1996 STIP by \$1 billion, or about 50 percent.

## **TRANSPORTATION PLANNING & DEVELOPMENT ACCOUNT**

### **Overview**

The Transportation Planning and Development Account funds the support costs for the Department's Divisions of Mass Transportation and Rail, the administrative and certain operational costs for intercity rail services and certain commuter rail services, capital costs for Transit Capital Improvements (TCI) and provides part of the funding for planning and research functions. The majority of the revenues flowing into the Account come from the sales tax on diesel fuel and a portion of the sales tax on gasoline.

### **Revenues**

A steady increase in revenue is anticipated for both gasoline and diesel sales tax. Since fiscal year 1987-88 diesel sales tax revenue has been the primary funding source for the TP&D Account. Beginning with the Summit Committee on Transportation legislation, the gasoline sales tax realized by increasing the excise tax has also been dedicated to the TP&D Account. This account also derives revenues from a "spillover" formula which is calculated based on the level of gasoline sales relative to all taxable sales. When the economy is weak, the spillover tends to rise. The Fund Estimate is tied to the Department of Finance's May Revision forecast, which anticipates \$44 million of spillover revenue in 1994-95. The Fund Estimate also assumes that the 1992-93 debt service loan of \$7 million will be repaid in 1994-95 and the \$91.5 million loan provided for 1993-94 will be repaid in 1995-96.

The State Highway Account Transfer is equal to a "fair share" of the transportation planning duties attributable to highway and guideway planning and research. Currently the fair share is 90 percent of program planning costs, 90 percent of the California Transportation Commission costs and 50 percent of the cost of the Institute for Transportation Studies. There is also a fair share transfer of \$30,000 from the Aeronautics Account.

### **Expenditures**

The program costs are escalated at the rates established by the Department of Finance. The 1994-95 prior year commitment reflects 1988 STIP projects.

As in the 1992 Fund Estimate, the 1994 Fund Estimate includes a \$2 million Budget Change Proposal reservation. This level is considered to be a prudent reserve and the level will be reviewed in each Fund Estimate to ensure it continues to reflect expected future program levels. There is also a \$2.5 million annual reservation for expanded Amtrak operating costs.

### **State Transit Assistance**

The statutory formula used to calculate the State Transit Assistance (STA) program level allows for the deduction of support costs from sales tax revenues transferred to the TP&D Account, with the remaining sales tax revenue divided equally between STA and those programs shown as the Committed Program (those eligible for funding pursuant to the Public Utilities Code § 99315).



### **Committed Program**

The committed program for the TP&D Account consists of:

- Prior Year Commitments,
- Transit Capital Improvements, and
- Rail Services and Feeder Bus Operations.

Rail Services and Feeder Bus Operations consist of State administrative and operational support for Amtrak intercity rail costs projected to the end of the STIP period, including anticipated additional costs required to provide operational support for the new services identified in the California Rail Passenger Development Plan. Rideshare is also an eligible activity, but no costs are projected at this time.

### **TOLL BRIDGES**

#### **Overview**

The toll revenues collected on the nine state-owned toll bridges are deposited into four toll revenue funds:

- San Francisco Bay Bridges--Northern Unit
- San Francisco Bay Bridges--Southern Unit
- Vincent Thomas Bridge
- San Diego/Coronado Bridge

All the revenues collected are used for bridge purposes such as debt retirement, bridge operations, administration, certain maintenance costs not paid by the State Highway Account and construction projects, with the exception of approximately \$24 million annually to be transferred to the Metropolitan Transportation Commission (MTC).

Approximately 95 percent of the revenues come from tolls collected at the bridges. These revenues are affected by traffic volumes and the mixture of vehicle types. Different vehicles pay different tolls. The majority of the bridge traffic is commuter traffic and the growth is generally influenced by the economy. The remaining 5 percent of the revenues in each fund comes from interest on investments, credit fees and rental income.

#### **Revenues**

Toll revenue forecasts for the seven Northern California state-owned bridges decreased approximately \$50 million since the 1992 Fund Estimate as a result of the recession and the emphasis on transit alternatives.

Because of existing project commitments and the decline in revenues, the Department will prepare a new financial plan for both Northern Bridge groups to reassess project fundability once the 1994 STIP is adopted.

#### **Expenditures**

Costs for bridge operation and administration, maintenance, and project support have been established at past actual levels and escalated according to the rates established by the Department of Finance. Debt service reflected in the Fund Estimate are those payments which are due on existing bridge group bonds.

**Committed Capital Outlay**

The 1992 Adopted STIP project costs are shown for committed capital outlay.

**AERONAUTICS ACCOUNT****Overview**

The Aeronautics Program promotes optimum use of existing airports. This is achieved by assuring adequate air service for small and medium sized communities, overseeing a statewide system of safe and environmentally compatible airports that are integrated with other surface transportation systems and evaluation of statewide aviation needs. The majority of the revenues supporting the Aeronautics Program come from a seventeen-cent-per-gallon excise tax on aviation gasoline and a two-cent-per-gallon excise tax on jet fuel.

**Revenues**

Revenues generated from the excise tax on aviation gasoline are expected to gradually decline as the industry moves to jet fuel powered aircraft. Revenue from the tax on jet fuel is forecast to increase throughout the STIP period. In addition, the Aeronautics Account provides \$30,000 annually to the TP&D Account as a "fair share" or pro rata portion of planning costs.

**Expenditures**

State operations, or the cost of administering the Aeronautics Program, is escalated at the rates determined by the Department of Finance. A Budget Change Proposal reservation of \$100,000 annually is also included to reflect workload increases. This level is considered to be a prudent reserve and the level will be reviewed in each fund estimate to ensure it continues to reflect expected future program levels.

The Department is required by Public Utilities Code Section 21632 to do an analysis and report to the Legislature regarding all prospective military base closures. Chapter 710 of 1992 (AB 2824, Speir) temporarily suspended, through December 31, 1994, the requirement that the Department report its findings to the Legislature. However, beginning in January 1995, the Department will again be required to report on these base closures. The costs are estimated to be \$50,000 each for the analysis and report for announced and projected military base closures through 1996-97. In 1995-96 the military bases that will require analysis are: Castle-AFB, Fritzsche-AAF, Tustin-MCAS and Moffet-NAS. In 1995-96 the bases requiring evaluation are: McClellan-AFB, Point Mugu-NAS, El Toro-MCAS, March-AFB, Alameda-NAS and Twenty-nine Palms. In 1996-97 there are four projected base closures that will require investigation. Therefore, the Fund Estimate reserves \$700,000 over the 1994-95 through 1996-97 period in order to fund these studies.

An additional \$200,000 is reserved in 1994-95 in order to conduct noise hearing required by Public Utilities Code Section 21669. Airports making the requests are San Jose, San Francisco, Long Beach and Van Nuys. The hearings are estimated to cost \$50,000 each, with the exception of San Francisco International Airport, which is expected to cost \$100,000.

**Local Assistance Expenditures**

The Grants to Local Agencies provide \$5,000 to each of the 193 qualifying airports and is projected to maintain at the same level through the STIP period. The Acquisition and Development (A&D) figures shown are those which were previously programmed based on the 1992 Fund Estimate. In February 1994 a new four-year aeronautics local assistance program will be adopted by the CTC which will program projects from 1996-97 through 1999-00.

### **Funds Available for Programming**

The Fund Estimate anticipates \$22 million will be available for additional programming over the entire STIP period.



## **Appendix A – Fund Estimate Detail**

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**1994 STIP FUND ESTIMATE (\$1,000,000)**  
**STATE HIGHWAY ACCOUNT AND PASSENGER RAIL BOND FUND**  
**SUMMARY - STATE & FEDERAL FUNDS**  
**Based On ISTE A & Final Budget**

	1993-94 & Prior	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	STIP TOTAL
<b>RESOURCES</b>									
Beginning Reserves	\$3	-	-	-	-	-	-	-	-
"Old" State Revenues	1,047	1,089	1,111	1,134	1,159	1,186	1,216	1,248	8,143
"New" State Revenues	933	1,198	1,200	1,218	1,238	1,256	1,273	1,292	8,675
Net Federal Resources	1,992	1,754	1,752	1,752	1,752	1,752	1,752	1,752	12,266
Passenger Rail and Clean Air Bond Act Fund	196	1,000	0	0	0	0	0	0	1,000
<b>TOTAL RESOURCES</b>	<b>\$4,171</b>	<b>\$5,041</b>	<b>\$4,063</b>	<b>\$4,104</b>	<b>\$4,149</b>	<b>\$4,194</b>	<b>\$4,241</b>	<b>\$4,292</b>	<b>\$30,084</b>
<b>NONCAPITAL EXPENDITURES:</b>									
Local Assistance	\$624	\$613	\$620	\$620	\$620	\$620	\$620	\$620	\$4,333
Maintenance	608	589	610	631	653	676	700	724	4,583
Planning, Prog. Dev., Ops & Admin.	370	356	365	377	389	402	415	429	2,733
BCP Reservation	0	10	20	31	42	53	65	77	298
Project Support	628	601	584	598	628	650	673	696	[4,430]
<b>TOTAL NONCAP EXPENDITURES</b>	<b>\$2,230</b>	<b>\$2,169</b>	<b>\$2,199</b>	<b>\$2,257</b>	<b>\$2,332</b>	<b>\$2,401</b>	<b>\$2,473</b>	<b>\$2,546</b>	<b>\$16,377</b>
<b>NET RESOURCES</b>	<b>\$1,941</b>	<b>\$2,872</b>	<b>\$1,864</b>	<b>\$1,847</b>	<b>\$1,817</b>	<b>\$1,793</b>	<b>\$1,768</b>	<b>\$1,746</b>	<b>\$13,707</b>
<b>RESOURCE ADJUSTMENTS</b>									
Pre-Obligation/(Advance Construction)	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Budget Capacity Adjustment	(409)	0	0	0	0	0	0	0	0
State Match For C/O (Net)	0	0	0	0	0	0	0	0	0
<b>TOTAL RESOURCE ADJUSTMENTS</b>	<b>(\$401)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>FUNDS AVAILABLE FOR C/O</b>	<b>\$1,540</b>	<b>\$2,872</b>	<b>\$1,864</b>	<b>\$1,847</b>	<b>\$1,817</b>	<b>\$1,793</b>	<b>\$1,768</b>	<b>\$1,746</b>	<b>\$13,707</b>
<b>Unfunded Prior Year C/O</b>	<b>(\$865)</b>	<b>(\$3,104)</b>	<b>(\$1,764)</b>	<b>(\$2,323)</b>	<b>(\$2,259)</b>	<b>(\$1,836)</b>	<b>(\$1,834)</b>	<b>(\$912)</b>	<b>(\$3,104)</b>
<b>NON-STIP C/O</b>									
State/Local Partnership & Reservation	\$160	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$1,400
Seismic Retrofit & Reservation	351	0	0	0	0	0	0	0	0
Earthquake Restoration & Reservation	689	0	0	0	0	0	0	0	0
State Highway Operation & Protection	469	410	424	439	455	470	487	504	3,189
Minor & Reservation	54	58	60	62	66	68	70	72	456
TSM & Reservation	66	72	76	78	83	86	89	91	575
<b>TOTAL NON-STIP C/O</b>	<b>\$1,789</b>	<b>\$740</b>	<b>\$760</b>	<b>\$779</b>	<b>\$804</b>	<b>\$824</b>	<b>\$846</b>	<b>\$867</b>	<b>\$5,620</b>
<b>FUNDS AVAILABLE FOR STIP CAPITAL OUTLAY</b>	<b>(\$1,114)</b>	<b>(\$972)</b>	<b>(\$660)</b>	<b>(\$1,255)</b>	<b>(\$1,246)</b>	<b>(\$867)</b>	<b>(\$912)</b>	<b>(\$33)</b>	<b>\$4,983</b>
<b>STIP C/O</b>	<b>\$1,990</b>	<b>\$792</b>	<b>\$1,663</b>	<b>\$1,004</b>	<b>\$590</b>	<b>\$967</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,016</b>
<b>FUNDS AVAILABLE FOR ADDITIONAL PROGRAMMING</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>UNFUNDED PROGRAM</b>	<b>(\$3,104)</b>	<b>(\$1,764)</b>	<b>(\$2,323)</b>	<b>(\$2,259)</b>	<b>(\$1,836)</b>	<b>(\$1,834)</b>	<b>(\$912)</b>	<b>(\$33)</b>	<b>(\$33)</b>

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**1994 STIP FUND ESTIMATE (\$1,000,000)**  
**STATE HIGHWAY ACCOUNT AND PASSENGER RAIL BOND FUND**  
**SUMMARY - STATE FUNDS**  
**Based On ISTE A & Final Budget**

	1993-94 & Prior	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	STIP TOTAL
<b>RESOURCES</b>									
Beginning Reserves	\$3	-	-	-	-	-	-	-	-
"Existing" Fuel Tax	669	670	678	689	697	704	711	718	4,867
"New" Fuel Tax	937	999	1,012	1,027	1,041	1,051	1,061	1,071	7,262
"Existing" Weight Fees (Net)	379	380	389	396	408	422	439	457	2,891
"New" Weight Fees (Net)	132	151	182	185	191	198	205	214	1,326
"Existing" Misc. Income & Transfers	(1)	39	44	49	54	60	66	73	385
"New" Misc. Income & Transfers	(161)	40	(4)	(4)	(4)	(3)	(3)	(3)	19
Interest Income	25	8	10	10	10	10	10	10	68
Passenger Rail and Clean Air Bond Act Fund	196	1,000	0	0	0	0	0	0	1,000
<b>TOTAL RESOURCES</b>	<b>\$2,179</b>	<b>\$3,287</b>	<b>\$2,311</b>	<b>\$2,352</b>	<b>\$2,397</b>	<b>\$2,442</b>	<b>\$2,489</b>	<b>\$2,540</b>	<b>\$17,818</b>
<b>NONCAPITAL EXPENDITURES:</b>									
Local Assistance	\$106	\$95	\$72	\$72	\$72	\$72	\$72	\$72	\$527
Maintenance	608	589	610	\$631	\$653	\$676	\$700	\$724	4,583
Planning, Prog. Dev., Ops & Admin.	342	328	340	\$352	\$364	\$377	\$390	\$404	2,555
BCP Reservation	0	10	20	31	42	53	65	77	298
Project Support	408	362	350	364	394	416	439	462	(2,787)
<b>TOTAL NONCAP EXPENDITURES</b>	<b>\$1,464</b>	<b>\$1,384</b>	<b>\$1,392</b>	<b>\$1,450</b>	<b>\$1,525</b>	<b>\$1,594</b>	<b>\$1,666</b>	<b>\$1,739</b>	<b>\$10,750</b>
<b>NET RESOURCES</b>	<b>\$715</b>	<b>\$1,903</b>	<b>\$919</b>	<b>\$902</b>	<b>\$872</b>	<b>\$848</b>	<b>\$823</b>	<b>\$801</b>	<b>\$7,068</b>
<b>RESOURCE ADJUSTMENTS</b>									
Pre-Obligation/(Advance Construction)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Budget Capacity Adjustment	(409)	0	0	0	0	0	0	0	0
State Match For C/O	(\$147)	(\$116)	(\$113)	(\$113)	(\$113)	(\$113)	(\$113)	(\$113)	(\$794)
<b>TOTAL RESOURCE ADJUSTMENTS</b>	<b>(\$556)</b>	<b>(\$116)</b>	<b>(\$113)</b>	<b>(\$113)</b>	<b>(\$113)</b>	<b>(\$113)</b>	<b>(\$113)</b>	<b>(\$113)</b>	<b>(\$794)</b>
<b>FUNDS AVAILABLE FOR C/O</b>	<b>\$159</b>	<b>\$1,787</b>	<b>\$806</b>	<b>\$789</b>	<b>\$759</b>	<b>\$735</b>	<b>\$710</b>	<b>\$688</b>	<b>\$6,274</b>
<b>Unfunded Prior Year C/O</b>	<b>(\$865)</b>	<b>(\$2,418)</b>	<b>(\$1,284)</b>	<b>(\$1,560)</b>	<b>(\$1,283)</b>	<b>(\$912)</b>	<b>(\$646)</b>	<b>(\$286)</b>	<b>(\$2,418)</b>
<b>NON-STIP C/O</b>									
State/Local Partnership & Reservation	\$160	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$1,400
Seismic Retrofit & Reservation	46	0	0	0	0	0	0	0	0
Earthquake Restoration & Reservation	45	0	0	0	0	0	0	0	0
State Highway Operation & Protection	161	46	46	48	50	52	54	56	352
Minor & Reservation	54	58	60	62	66	68	70	72	456
TSM & Reservation	15	26	26	26	26	26	26	26	182
<b>TOTAL NON-STIP C/O</b>	<b>\$481</b>	<b>\$330</b>	<b>\$332</b>	<b>\$336</b>	<b>\$342</b>	<b>\$346</b>	<b>\$350</b>	<b>\$354</b>	<b>\$2,390</b>
<b>FUNDS AVAILABLE FOR STIP CAPITAL OUTLAY</b>	<b>(\$1,187)</b>	<b>(\$961)</b>	<b>(\$810)</b>	<b>(\$1,107)</b>	<b>(\$866)</b>	<b>(\$523)</b>	<b>(\$286)</b>	<b>\$48</b>	<b>\$1,466</b>
<b>STIP C/O</b>	<b>\$1,231</b>	<b>\$323</b>	<b>\$750</b>	<b>\$176</b>	<b>\$46</b>	<b>\$123</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,418</b>
<b>FUNDS AVAILABLE FOR ADDITIONAL PROGRAMMING</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48</b>	<b>\$48</b>
<b>UNFUNDED PROGRAM</b>	<b>(\$2,418)</b>	<b>(\$1,284)</b>	<b>(\$1,560)</b>	<b>(\$1,283)</b>	<b>(\$912)</b>	<b>(\$646)</b>	<b>(\$286)</b>	<b>\$0</b>	<b>\$0</b>

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**1994 STIP FUND ESTIMATE (\$1,000,000)**  
**STATE HIGHWAY ACCOUNT AND PASSENGER RAIL BOND FUND**  
**SUMMARY - STATE FUNDS**  
**Based On ISTE & Final Budget**

	1993-94 & Prior	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	STIP TOTAL
<b>RESOURCES</b>									
Beginning Reserves	\$3	-	-	-	-	-	-	-	-
"Existing" Fuel Tax	669	670	678	689	697	704	711	718	4,867
"New" Fuel Tax	937	999	1,012	1,027	1,041	1,051	1,061	1,071	7,262
"Existing" Weight Fees (Net)	379	380	389	396	408	422	439	457	2,891
"New" Weight Fees (Net)	132	151	182	185	191	198	205	214	1,326
"Existing" Misc. Income & Transfers	(1)	39	44	49	54	60	66	73	385
"New" Misc. Income & Transfers	(161)	40	(4)	(4)	(4)	(3)	(3)	(3)	19
Interest Income	25	8	10	10	10	10	10	10	68
Passenger Rail and Clean Air Bond Act Fund	196	1,000	0	0	0	0	0	0	1,000
<b>TOTAL RESOURCES</b>	<b>\$2,179</b>	<b>\$3,287</b>	<b>\$2,311</b>	<b>\$2,352</b>	<b>\$2,397</b>	<b>\$2,442</b>	<b>\$2,489</b>	<b>\$2,540</b>	<b>\$17,818</b>
<b>NONCAPITAL EXPENDITURES:</b>									
Local Assistance	\$106	\$95	\$72	\$72	\$72	\$72	\$72	\$72	\$527
Maintenance	608	589	610	\$631	\$653	\$676	\$700	\$724	4,583
Planning, Prog. Dev., Ops & Admin.	342	328	340	\$352	\$364	\$377	\$390	\$404	2,555
BCP Reservation	0	10	20	31	42	53	65	77	298
Project Support	[408]	[426]	[421]	[419]	[420]	[416]	[411]	[415]	[2,928]
• State	340	332	336	340	336	304	339	341	2,328
• Local	68	94	85	79	84	112	72	74	600
<b>TOTAL NONCAP EXPENDITURES</b>	<b>-\$1,464</b>	<b>\$1,448</b>	<b>\$1,463</b>	<b>\$1,505</b>	<b>\$1,551</b>	<b>\$1,594</b>	<b>\$1,638</b>	<b>\$1,692</b>	<b>\$10,891</b>
<b>NET RESOURCES</b>	<b>\$715</b>	<b>\$1,839</b>	<b>\$848</b>	<b>\$847</b>	<b>\$846</b>	<b>\$848</b>	<b>\$851</b>	<b>\$848</b>	<b>\$6,927</b>
<b>RESOURCE ADJUSTMENTS</b>									
Pre-Obligation/(Advance Construction)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Budget Capacity Adjustment	(409)	0	0	0	0	0	0	0	0
State Match For C/O	(\$147)	(\$116)	(\$113)	(\$113)	(\$113)	(\$113)	(\$113)	(\$113)	(\$794)
<b>TOTAL RESOURCE ADJUSTMENTS</b>	<b>(\$556)</b>	<b>(\$116)</b>	<b>(\$113)</b>	<b>(\$113)</b>	<b>(\$113)</b>	<b>(\$113)</b>	<b>(\$113)</b>	<b>(\$113)</b>	<b>(\$794)</b>
<b>FUNDS AVAILABLE FOR C/O</b>	<b>\$159</b>	<b>\$1,723</b>	<b>\$735</b>	<b>\$734</b>	<b>\$733</b>	<b>\$735</b>	<b>\$738</b>	<b>\$735</b>	<b>\$6,133</b>
<b>Unfunded Prior Year C/O</b>	<b>(\$765)</b>	<b>(\$2,318)</b>	<b>(\$1,248)</b>	<b>(\$1,595)</b>	<b>(\$1,373)</b>	<b>(\$1,028)</b>	<b>(\$762)</b>	<b>(\$374)</b>	<b>(\$2,318)</b>
<b>NON-STIP C/O</b>									
State/Local Partnership & Reservation	\$160	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$1,400
Seismic Retrofit & Reservation	46	0	0	0	0	0	0	0	0
Earthquake Restoration & Reservation	45	0	0	0	0	0	0	0	0
State Highway Operation & Protection	161	46	46	48	50	52	54	56	352
Minor & Reservation	54	58	60	62	66	68	70	72	456
TSM & Reservation	15	26	26	26	26	26	26	26	182
<b>TOTAL NON-STIP C/O</b>	<b>\$481</b>	<b>\$330</b>	<b>\$332</b>	<b>\$336</b>	<b>\$342</b>	<b>\$346</b>	<b>\$350</b>	<b>\$354</b>	<b>\$2,390</b>
<b>FUNDS AVAILABLE FOR STIP CAPITAL OUTLAY</b>	<b>(\$1,067)</b>	<b>(\$925)</b>	<b>(\$845)</b>	<b>(\$1,197)</b>	<b>(\$982)</b>	<b>(\$639)</b>	<b>(\$374)</b>	<b>\$7</b>	<b>\$1,425</b>
<b>STIP C/O</b>	<b>\$1,231</b>	<b>\$323</b>	<b>\$750</b>	<b>\$176</b>	<b>\$46</b>	<b>\$123</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,418</b>
<b>FUNDS AVAILABLE FOR ADDITIONAL PROGRAMMING</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7</b>	<b>\$7</b>
<b>UNFUNDED PROGRAM</b>	<b>(\$2,318)</b>	<b>(\$1,248)</b>	<b>(\$1,595)</b>	<b>(\$1,373)</b>	<b>(\$1,028)</b>	<b>(\$762)</b>	<b>(\$374)</b>	<b>\$0</b>	<b>\$0</b>



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**1994 STIP FUND ESTIMATE (\$1,000,000)**  
**STATE HIGHWAY ACCOUNT AND PASSENGER RAIL BOND FUND**  
**SUMMARY - FEDERAL FUNDS**  
**Based On ISTE A & Final Budget**

	1993-94 & Prior	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	STIP TOTAL
<b>RESOURCES</b>									
Total Apportionment/Allocation	\$1,992	\$1,754	\$1,752	\$1,752	\$1,752	\$1,752	\$1,752	\$1,752	\$12,266
Apportionments W/O OA	0	0	0	0	0	0	0	0	0
<b>TOTAL RESOURCES</b>	<b>\$1,992</b>	<b>\$1,754</b>	<b>\$1,752</b>	<b>\$1,752</b>	<b>\$1,752</b>	<b>\$1,752</b>	<b>\$1,752</b>	<b>\$1,752</b>	<b>\$12,266</b>
<b>NONCAPITAL EXPENDITURES:</b>									
Local Assistance	\$518	\$518	\$548	\$548	\$548	\$548	\$548	\$548	\$3,806
State Planning & Research	28	28	25	25	25	25	25	25	178
Other Federal	0	0	0	0	0	0	0	0	0
Project Support	[220]	[239]	[234]	[234]	[234]	[234]	[234]	[234]	[1,643]
• State	220	239	234	234	234	234	234	234	1,643
• Local	0	0	0	0	0	0	0	0	0
<b>TOTAL NONCAP EXPENDITURES</b>	<b>\$766</b>	<b>\$785</b>	<b>\$807</b>	<b>\$807</b>	<b>\$807</b>	<b>\$807</b>	<b>\$807</b>	<b>\$807</b>	<b>\$5,627</b>
<b>NET RESOURCES</b>	<b>\$1,226</b>	<b>\$969</b>	<b>\$945</b>	<b>\$945</b>	<b>\$945</b>	<b>\$945</b>	<b>\$945</b>	<b>\$945</b>	<b>\$6,639</b>
<b>RESOURCE ADJUSTMENTS</b>									
Pre-Obligation/(Advance Construction)	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Budget Capacity Adjustment	0	0	0	0	0	0	0	0	0
State Match (10.7%)	147	116	113	113	113	113	113	113	794
<b>TOTAL RESOURCE ADJUSTMENTS</b>	<b>\$155</b>	<b>\$116</b>	<b>\$113</b>	<b>\$113</b>	<b>\$113</b>	<b>\$113</b>	<b>\$113</b>	<b>\$113</b>	<b>\$794</b>
<b>FUNDS AVAILABLE FOR C/O</b>	<b>\$1,381</b>	<b>\$1,085</b>	<b>\$1,058</b>	<b>\$1,058</b>	<b>\$1,058</b>	<b>\$1,058</b>	<b>\$1,058</b>	<b>\$1,058</b>	<b>\$7,433</b>
<b>Unfunded Prior Year C/O</b>	<b>\$0</b>	<b>(\$686)</b>	<b>(\$480)</b>	<b>(\$763)</b>	<b>(\$976)</b>	<b>(\$924)</b>	<b>(\$1,188)</b>	<b>(\$626)</b>	<b>(\$686)</b>
<b>NON-STIP C/O</b>									
State/Local Partnership & Reservation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Seismic Retrofit & Reservation	305	0	0	0	0	0	0	0	0
Earthquake Restoration & Reservation	644	0	0	0	0	0	0	0	0
State Highway Operation & Protection	308	364	378	391	405	418	433	448	2,837
Minor & Reservation	0	0	0	0	0	0	0	0	0
TSM & Reservation	51	46	50	52	57	60	63	65	393
<b>TOTAL NON-STIP C/O</b>	<b>\$1,308</b>	<b>\$410</b>	<b>\$428</b>	<b>\$443</b>	<b>\$462</b>	<b>\$478</b>	<b>\$496</b>	<b>\$513</b>	<b>\$3,230</b>
<b>FUNDS AVAILABLE FOR STIP CAPITAL OUTLAY</b>	<b>\$73</b>	<b>(\$11)</b>	<b>\$150</b>	<b>(\$148)</b>	<b>(\$380)</b>	<b>(\$344)</b>	<b>(\$626)</b>	<b>(\$81)</b>	<b>\$3,517</b>
<b>STIP C/O</b>	<b>\$759</b>	<b>\$469</b>	<b>\$913</b>	<b>\$828</b>	<b>\$544</b>	<b>\$844</b>	<b>\$0</b>	<b>\$0</b>	<b>3,598</b>
<b>FUNDS AVAILABLE FOR ADDITIONAL PROGRAMMING</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>UNFUNDED PROGRAM</b>	<b>(\$686)</b>	<b>(\$480)</b>	<b>(\$763)</b>	<b>(\$976)</b>	<b>(\$924)</b>	<b>(\$1,188)</b>	<b>(\$626)</b>	<b>(\$81)</b>	<b>(\$81)</b>

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**1994 STIP FUND ESTIMATE (\$1,000,000)**  
**STATE HIGHWAY ACCOUNT AND PASSENGER RAIL BOND FUND**  
**SUMMARY - STATE & FEDERAL FUNDS**  
**Based On ISTE A & Final Budget**

	1993-94 & Prior	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	STIP TOTAL
<b>Project Support</b>									
• Owner/Operator	50	52	54	56	58	60	62	64	406
• Seismic Retrofit	70	0	0	0	0	0	0	0	0
• Earthquake Restoration	229	0	0	0	0	0	0	0	0
• Interregional Roads	32	79	78	78	78	78	78	78	596
• Congestion Relief	88	221	219	219	219	219	219	219	1,669
• Soundwalls	4	11	10	10	10	10	10	10	79
• State Highway Operation & Protection	74	184	183	182	182	182	183	183	1,387
• TSM Projects	13	32	31	31	31	31	31	31	238
• Locally Funded Projects	68	86	80	77	76	70	62	64	515
<b>TOTAL PROJECT SUPPORT</b>	<b>\$628</b>	<b>\$665</b>	<b>\$655</b>	<b>\$653</b>	<b>\$654</b>	<b>\$650</b>	<b>\$645</b>	<b>\$649</b>	<b>\$4,890</b>

	1993-94 & Prior	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	STIP TOTAL
<b>STIP C/O</b>									
Interregional Road System	113	149	125	227	160	251	0	0	912
Flexible Congestion Relief	736	304	739	622	351	670	0	0	2,686
Transportation Enhancement Reservation	43	45	38	35	37	15	0	0	273
Soundwalls	42	26	38	9	27	18	0	0	118
Passenger Rail and Clean Air Bond Act Fund	1,056	268	723	111	15	13	0	0	1,130
<b>TOTAL STIP C/O</b>	<b>\$1,990</b>	<b>\$792</b>	<b>\$1,663</b>	<b>\$1,004</b>	<b>\$590</b>	<b>\$967</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,016</b>

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1994 FUND ESTIMATE  
PASSENGER RAIL AND CLEAN AIR BOND ACT FUND  
PROPOSITION 108-(AB 973, COSTA)  
(INCLUDED IN THE SUMMARY - STATE & FEDERAL FUNDS TABLE)  
(\$ in thousands)

	1993-94 & PRIOR	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	STIP TOTAL
<b>Resources</b>									
Bond Authorization**	1,000,000	1,000,000	0	0	0	0	0	0	1,000,000
Prior Years Reserve for Future Expenditures***	0	(860,066)	(128,807)	(852,214)	(963,282)	(978,249)	(991,120)	(991,120)	(860,066)
Less Bond Allocations	804,020	0	0	0	0	0	0	0	0
Less Bond Charges	208	300	0	0	0	0	0	0	300
Resources Available to be Allocated	195,772	139,634	(128,807)	(852,214)	(963,282)	(978,249)	(991,120)	(991,120)	139,634
<b>Committed Program*</b>									
• Prior Year Commitments****	1,055,838	0	0	0	0	0	0	0	0
• Intercity Rail		116,027	85,889	0	0	0	0	0	201,916
• Commuter Rail		4,069	22,449	9,261	7,533	6,250	0	0	49,562
• Urban Rail		148,345	615,069	101,807	7,434	6,621	0	0	879,276
Total Committed Program	1,055,838	268,441	723,407	111,068	14,967	12,871	0	0	1,130,754
Reserved for Future Expenditures***	(860,066)	(128,807)	(852,214)	(963,282)	(978,249)	(991,120)	(991,120)	(991,120)	(991,120)

Notes:

\*The Committed Program consists of projects in the 1992 USTIP which includes projects targeted to receive Proposition 156 funds that the voters failed to approve.  
 \*\* Voter approval of the 1994 bond authorization is assumed.  
 \*\*\*These figures are cumulative and will not add across.  
 \*\*\*\* Prior year commitments consist of projects in the 1992 USTIP that were programmed prior to FY 1994-95 but which have not received an allocation.  
 Bond Allocations are through July 1993 and consist of \$112.6 million for intercity rail, \$281.4 million for urban rail, and \$410.0 million for commuter rail projects.  
 Bond Charges represent actual expenditures through June 30, 1993 and estimated expenditures thereafter.

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1994 FUND ESTIMATE  
CLEAN AIR AND TRANSPORTATION IMPROVEMENT BOND FUND  
PROPOSITION 116  
(\$ in thousands)

<b>Resources</b>	
Bond Authorization	1,990,000
Less Approved Bond Applications*	971,788
Less Administrative Support	917
Less Bond Charges	114
Total Resources	1,017,181
<b>Future Support Costs</b>	
Administrative Support	8,524
Bond Charges	445
Total Future Support Costs	8,969
Amount Available to be Programmed	1,008,212
<b>Distribution of Amount Available to be Programmed</b>	
Rail	941,444
Non-Urban Counties	54,629
Ferry Services	7,140
Bicycle	0
Railroad Museum	5,000
	1,008,213

Notes:

\*Approved bond applications are through July 1993 and consist of \$910.556 million for rail, \$18.371 million for non-urban counties, \$22.860 million for ferry services, and \$20.000 million for bicycle projects.  
 Administrative Support and Bond Charges are actual expenditures through June 30, 1993 and estimated expenditures thereafter.



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Revised

**1994 FUND ESTIMATE**  
**TRANSPORTATION PLANNING AND DEVELOPMENT ACCOUNT**  
**BASED ON TRENDS AND EXISTING LAW**  
(5 in 1,000)

	1993-94 & PRIOR	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	STIP TOTAL
<b>RESOURCES</b>									
Beginning Reserve	42,643								42,643
Sales Tax On Gasoline-Spillover	55,600	44,000	0	0	0	0	0	0	44,000
Sales Tax On Gasoline-Prop 111	49,600	56,100	55,600	57,200	57,800	58,300	58,700	59,600	401,300
Sales Tax On Diesel	100,800	107,100	100,700	103,900	108,900	123,400	129,800	134,200	808,000
Interest (SMIF)	9,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000
Transfer to the General Fund (1)	(9,000)	0	0	0	0	0	0	0	0
Transfer to the General Fund (2)	(91,500)	0	0	0	0	0	0	0	0
Transfer to the State Highway Account (3)	(38,500)	0	0	0	0	0	0	0	0
Board of Equalization Audit	(255)	0	0	0	0	0	0	0	0
Debt Service Repayment-General Fund (4)	0	7,000	91,500	0	0	0	0	0	98,500
State Highway Account Transfer (5)	16,563	17,000	17,000	18,000	18,000	19,000	19,000	20,000	128,500
<b>Total Resources</b>	<b>134,951</b>	<b>236,200</b>	<b>269,800</b>	<b>184,100</b>	<b>189,700</b>	<b>205,700</b>	<b>212,500</b>	<b>218,800</b>	<b>1,316,800</b>
<b>SUPPORT COSTS</b>									
Rail & Mass Trans Staff & Support	17,716	18,200	18,800	19,500	20,200	20,900	21,600	22,400	141,600
Planning Staff & Support	12,601	13,000	13,500	14,000	14,500	15,000	15,500	16,000	101,500
Local Planning	4,032	4,000	4,100	4,200	4,300	4,500	4,700	4,900	34,700
California Transportation Commission	1,239	1,300	1,300	1,300	1,300	1,300	1,300	1,300	9,100
Public Utilities Commission	1,498	1,500	1,600	1,700	1,800	1,900	2,000	2,100	12,600
Institute of Transportation Studies	956	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000
BCP Reservation	0	2,000	4,000	6,000	8,000	10,000	12,000	14,000	56,000
<b>Total Support</b>	<b>38,042</b>	<b>41,000</b>	<b>44,300</b>	<b>47,700</b>	<b>51,100</b>	<b>54,600</b>	<b>58,100</b>	<b>61,700</b>	<b>358,500</b>
<b>Available For Programming</b>	<b>96,909</b>	<b>195,200</b>	<b>225,500</b>	<b>136,400</b>	<b>138,600</b>	<b>151,100</b>	<b>154,400</b>	<b>157,100</b>	<b>1,158,300</b>
<b>State Transit Assistance (6)</b>	<b>(54,300)</b>	<b>(95,100)</b>	<b>(110,250)</b>	<b>(65,700)</b>	<b>(66,800)</b>	<b>(73,050)</b>	<b>(74,700)</b>	<b>(76,050)</b>	<b>(561,650)</b>
<b>COMMITTED PROGRAM</b>									
• Prior Year Commitment (7)	0	10,500	0	0	0	0	0	0	10,500
• Transit Capital Improvements	87,500	70,500	0	0	0	0	0	0	70,500
• Rail Services & Feeder Bus Ops (8)	27,910	18,700	19,500	20,300	21,200	22,100	23,000	23,500	148,500
<b>Total Committed Program</b>	<b>115,410</b>	<b>99,700</b>	<b>19,500</b>	<b>20,300</b>	<b>21,200</b>	<b>22,100</b>	<b>23,000</b>	<b>23,500</b>	<b>229,500</b>
<b>Unfunded Program (9)</b>	<b>(72,801)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funds Available For Additional Programming-State Funds</b>	<b>0</b>	<b>\$400</b>	<b>\$95,750</b>	<b>\$50,400</b>	<b>\$50,600</b>	<b>\$55,950</b>	<b>\$56,700</b>	<b>\$57,550</b>	<b>\$367,350</b>

**Notes:**

- (1) This figure represents a transfer of SMIF interest to the General Fund pursuant to the 1993 Budget Act Item 2660-012-494.
- (2) This figure represents a transfer to the General Fund for Rail Bond Debt Service.
- (3) This figure represents a transfer to the State Highway Account to back-fill Article XIX (Guideway) funding.
- (4) The 1992/93 Budget Act authorized a loan to the General Fund for Rail Bond Debt Service with the repayment date determined to be no later than 24 months following the date of transfer. It is assumed that the intent of the Legislature is the same for the \$91.5 million loan.
- (5) The State Highway Account Transfer includes \$30,000 transferred to TP&D annually from the Aeronautics Account.
- (6) The 1993 Budget Bill was amended reducing Item 2640-101-046 (previously \$112.3 million) (STA) by \$58 million.
- (7) The figure shown in fiscal year 1994/95 is a 1988 STIP commitment.
- (8) The figures shown represent Amtrak operational costs and are subject to increase as a result of early initiation of rail services.
- (9) The unfunded program for 1993-94 and prior does not reflect legislative action that made a \$7 million reduction in funding for prior year Transit Capital Improvement projects which had not received a Commission allocation.

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NORTHERN BRIDGE UNIT REVENUE & CONSTRUCTION FUND  
BONDING CAPACITY AND COVERAGE ANALYSIS  
\*\*\*WITH TRANSFERS TO THE MTC\*\*\*

	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-2001	STIP TOTAL
<b>RESOURCES</b>									
Beginning Reserve	162,400	174,100	(78,000)	(43,900)	(8,200)	(280,800)	(246,200)	(197,100)	174,100
Credit Fees / Rental Income	300	300	300	300	300	300	300	300	2,100
Income From Investments	7,900	9,300	100	100	100	100	100	100	9,900
ETC/AVI Acct. Interest			100	200	200	200	200	200	1,100
Toll Revenues	56,900	58,900	60,900	63,000	65,100	67,100	69,200	71,500	455,700
SHA Transfer for Seismic	5,000								0
Net Bond Proceeds	0	0	0	0	0	0	0	0	0
Reserve Fund Earnings	0	0	0	0	0	0	0	0	0
<b>Total Resources</b>	<b>232,500</b>	<b>242,600</b>	<b>(16,600)</b>	<b>19,700</b>	<b>57,500</b>	<b>(213,100)</b>	<b>(176,400)</b>	<b>(125,000)</b>	<b>642,900</b>
<b>EXPENDITURES</b>									
Bridge Operations & Administration	11,700	12,000	12,400	12,800	13,200	13,700	14,200	14,700	93,000
Maintenance	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	9,100
Debt Service as of 1990	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	32,200
Additional Debt Service	0	0	0	0	0	0	0	0	0
ETC/AVI Operations Savings		(700)	(800)	(1,000)	(1,200)	(1,200)	(1,300)	(1,200)	(7,400)
Reservation for ETC/AVI, Lane Registration and Accounting	800	5,600	1,700	1,000	1,000	1,000	1,000	1,000	12,300
Transfer to MTC- pursuant to Sts & Hwys Code 30913 (b)	700	800	800	800	800	900	900	900	5,900
<b>Total Expenditures</b>	<b>19,100</b>	<b>23,600</b>	<b>20,000</b>	<b>19,500</b>	<b>19,700</b>	<b>20,300</b>	<b>20,700</b>	<b>21,300</b>	<b>145,100</b>
<b>AVAILABLE for SUPPORT</b>	<b>213,400</b>	<b>219,000</b>	<b>(36,600)</b>	<b>200</b>	<b>37,800</b>	<b>(233,400)</b>	<b>(197,100)</b>	<b>(146,300)</b>	<b>497,800</b>
Seismic Project Support	10,600								0
Measure 1 Support	6,200	3,100	3,900	4,400	2,000				13,400
Non-Measure 1 Project Support	1,400	1,600	1,000	3,700	6,100	5,800			18,200
<b>Total Support</b>	<b>18,200</b>	<b>4,700</b>	<b>4,900</b>	<b>8,100</b>	<b>8,100</b>	<b>5,800</b>	<b>0</b>	<b>0</b>	<b>31,600</b>
<b>AVAILABLE FOR PROGRAMMING</b>	<b>195,200</b>	<b>214,300</b>	<b>(41,500)</b>	<b>(7,900)</b>	<b>29,700</b>	<b>(239,200)</b>	<b>(197,100)</b>	<b>(146,300)</b>	<b>466,200</b>
Seismic Capital Outlay									0
Measure 1 Capital Outlay	18,300	292,000			303,500				495,500
Non-Measure 1 Capital Outlay	2,800	300	2,400	300	7,000	7,000			17,000
<b>Total Capital Outlay</b>	<b>21,100</b>	<b>292,300</b>	<b>2,400</b>	<b>300</b>	<b>310,500</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>612,500</b>
<b>AVAILABLE FOR ADDITIONAL PROGRAMMING</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RESERVATIONS &amp; UNFUNDED PROGRAM</b>	<b>174,100</b>	<b>(78,000)</b>	<b>(43,900)</b>	<b>(8,200)</b>	<b>(280,800)</b>	<b>(246,200)</b>	<b>(197,100)</b>	<b>(146,300)</b>	<b>(146,300)</b>

FINAL  
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**SOUTHERN BRIDGE UNIT REVENUE & CONSTRUCTION FUND  
BONDING CAPACITY AND COVERAGE ANALYSIS  
\*\*\*WITH TRANSFERS TO THE MTC\*\*\***

	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-2001	STIP TOTAL
<b>RESOURCES</b>									
Beginning Reserve	183,500	92,100	68,100	(100,200)	(114,100)	(219,900)	(222,000)	(196,800)	92,100
Credit Fees / Rental Income	3,200	3,300	3,400	3,500	3,600	3,700	3,800	3,900	25,200
Income From Investments	9,000	4,900	4,000	100	100	100	100	100	9,400
ETC/AVI Acct. Interest			100	200	300	300	300	300	1,500
Toll Revenues	71,800	73,000	74,200	75,400	76,600	77,700	78,800	79,900	535,600
SHA Transfer for Seismic	27,000								0
Net Bond Proceeds	0	0	0	0	0	0	0	0	0
Reserve Fund Earnings	0	0	0	0	0	0	0	0	0
<b>Total Resources</b>	<b>294,500</b>	<b>173,300</b>	<b>149,800</b>	<b>(21,000)</b>	<b>(33,500)</b>	<b>(138,100)</b>	<b>(139,000)</b>	<b>(112,600)</b>	<b>663,800</b>
<b>EXPENDITURES</b>									
Bridge Operations & Administration	16,600	17,000	17,500	18,100	18,700	19,400	20,100	20,800	131,600
Maintenance	6,800	7,000	7,200	7,500	7,800	8,100	8,400	8,700	54,700
Debt Service as of 1990	5,800	5,800	5,800	5,800	5,700	5,700	5,700	5,700	49,200
Additional Debt Service	0	0	0	0	0	0	0	0	0
ETC/AVI Operations Savings	0	(800)	(1,000)	(1,200)	(1,500)	(1,500)	(1,500)	(1,500)	(9,000)
Reservation for ETC/AVI, Lane Registration and Accounting	900	6,700	2,100	1,200	1,200	1,200	1,200	1,200	14,800
Transfer To MTC-Sts & Hwys Code 30890	11,900	12,100	12,300	12,500	12,700	12,900	13,100	13,300	88,900
Transfer to MTC-Transit Capital Program pursuant to Sts&Hwy Code 30914	9,300	9,500	9,600	9,800	10,000	10,100	10,200	10,400	69,600
Transfer to MTC-Sts & Hwys Code 30914 (b)	600	600	600	600	600	600	600	600	4,200
<b>Total Expenditures</b>	<b>51,900</b>	<b>57,900</b>	<b>54,100</b>	<b>54,300</b>	<b>55,200</b>	<b>56,500</b>	<b>57,800</b>	<b>59,200</b>	<b>395,000</b>
<b>AVAILABLE for SUPPORT</b>	<b>242,600</b>	<b>115,400</b>	<b>95,700</b>	<b>(75,300)</b>	<b>(88,700)</b>	<b>(194,600)</b>	<b>(196,800)</b>	<b>(171,800)</b>	<b>268,800</b>
Seismic Project Support	23,700								0
Measure 1 Support	6,900	8,000	5,600	9,100	10,800				33,500
Non-Measure 1 Support	5,100	5,500	4,600	8,700	13,600	12,400			44,800
<b>Total Support</b>	<b>35,700</b>	<b>13,500</b>	<b>10,200</b>	<b>17,800</b>	<b>24,400</b>	<b>12,400</b>	<b>0</b>	<b>0</b>	<b>78,300</b>
<b>AVAILABLE FOR PROGRAMMING</b>	<b>206,900</b>	<b>101,900</b>	<b>85,500</b>	<b>(93,100)</b>	<b>(113,100)</b>	<b>(207,000)</b>	<b>(196,800)</b>	<b>(171,800)</b>	<b>190,500</b>
Seismic Capital Outlay	5,700								0
Measure 1 Capital Outlay	59,000	31,300	183,000	0	91,800	0	0	0	306,100
Non-Measure 1 Capital Outlay	50,100	2,500	2,700	21,000	15,000	15,000	0	0	56,200
<b>Total Capital Outlay</b>	<b>114,800</b>	<b>33,800</b>	<b>185,700</b>	<b>21,000</b>	<b>106,800</b>	<b>15,000</b>	<b>0</b>	<b>0</b>	<b>362,300</b>
<b>AVAILABLE FOR ADDITIONAL PROGRAMMING</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RESERVATIONS &amp; UNFUNDED PROGRAM</b>	<b>92,100</b>	<b>68,100</b>	<b>(100,200)</b>	<b>(114,100)</b>	<b>(219,900)</b>	<b>(222,000)</b>	<b>(196,800)</b>	<b>(171,800)</b>	<b>(171,800)</b>

FINAL  
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VINCENT THOMAS TOLL BRIDGE  
BONDING CAPACITY ESTIMATE  
PER TRENDS AND EXISTING LAW  
(\$ IN THOUSANDS)

	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-2001	STIP TOTAL
<b>RESOURCES</b>									
Beginning Reserve	8,360	9,660	10,640	12,230	11,970	13,960	0	0	9,660
Credit Fees / Rental Income	0	0	0	0	0	0	0	0	0
Income From Investments	410	510	620	730	720	840	960	160	4,540
ETC/AVI Acct. Interest			20	20	30	30	30	30	160
Toll Revenues	3,070	3,140	3,210	3,290	3,370	3,440	3,520	3,610	23,580
<b>Total Resources</b>	<b>11,840</b>	<b>13,310</b>	<b>14,490</b>	<b>16,270</b>	<b>16,090</b>	<b>18,270</b>	<b>4,510</b>	<b>3,800</b>	<b>47,940</b>
<b>EXPENDITURES</b>									
Bridge Operations & Administration	1,470	1,510	1,560	1,610	1,670	1,730	1,790	1,850	11,720
Maintenance	100	100	100	100	100	100	100	100	700
Debt Service	0	0	0	0	0	0	0	0	0
ETC/AVI Operations Savings		(100)	(140)	(170)	(170)	(170)	(170)	(170)	(1,090)
Reservation for ETC/AVI, Lane Registration and Accounting	110	760	240	130	130	140	140	140	1,680
<b>Total Expenditures</b>	<b>1,680</b>	<b>2,270</b>	<b>1,760</b>	<b>1,670</b>	<b>1,730</b>	<b>1,800</b>	<b>1,860</b>	<b>1,920</b>	<b>13,010</b>
<b>AVAILABLE FOR SUPPORT</b>	<b>10,160</b>	<b>11,040</b>	<b>12,730</b>	<b>14,600</b>	<b>14,360</b>	<b>16,470</b>	<b>2,650</b>	<b>1,880</b>	<b>24,930</b>
Seismic Project Support									0
Other Project Support	300	200	300	200	200	200	0	0	1,100
<b>Total Support</b>	<b>300</b>	<b>200</b>	<b>300</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>1,100</b>
<b>AVAILABLE FOR PROGRAMMING</b>	<b>9,860</b>	<b>10,840</b>	<b>12,430</b>	<b>14,400</b>	<b>14,160</b>	<b>16,270</b>	<b>2,650</b>	<b>1,880</b>	<b>23,830</b>
Seismic Capital Outlay									0
Other Capital Outlay	200	200	200	2,430	200	200	0	0	3,230
<b>Total Capital Outlay</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>2,430</b>	<b>200</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>3,230</b>
<b>AVAILABLE FOR ADDITIONAL PROGRAMMING</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,070</b>	<b>2,650</b>	<b>1,880</b>	<b>20,600</b>
<b>RESERVATIONS &amp; UNFUNDED PROGRAM</b>	<b>9,660</b>	<b>10,640</b>	<b>12,230</b>	<b>11,970</b>	<b>13,960</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

FINAL  
August 1993

SAN DIEGO / CORONADO BRIDGE  
BONDING CAPACITY ESTIMATE  
PER TRENDS AND EXISTING LAW  
(\$ IN THOUSANDS)

	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	STIP TOTAL
<b>RESOURCES</b>									
Beginning Reserve	15,070	0	(3,050)	(2,850)	(570)	0	0	0	0
Credit Fees / Rental Income	10	10	10	10	10	10	10	10	70
Income From Investments	740	0	0	0	0	0	0	0	0
ETC/AVI Acct. Interest			30	40	50	50	50	50	270
Toll Revenues	5,830	6,370	5,960	6,010	6,060	6,110	6,160	6,210	42,880
<b>Total Resources</b>	<b>21,650</b>	<b>6,380</b>	<b>2,950</b>	<b>3,210</b>	<b>5,550</b>	<b>6,170</b>	<b>6,220</b>	<b>6,270</b>	<b>43,220</b>
<b>EXPENDITURES</b>									
Revenue Transfer to SANDAG	1,470	0	0	0	1,700	2,200	2,420	2,340	8,660
Bridge Operations	1,850	1,900	1,960	2,030	2,100	2,170	2,250	2,330	14,740
Administration (Acctg., Personnel, Mgmt.)	510	520	540	560	580	600	620	640	4,060
Maintenance	820	840	870	900	930	960	990	1,020	6,510
Debt Service	0	0	0	0	0	0	0	0	0
ETC/AVI Operations Savings		(160)	(190)	(240)	(290)	(300)	(300)	(300)	(1,780)
Reservation for ETC/AVI, Lane Registration and Accounting	190	1,330	420	230	230	240	240	240	2,930
Rehabilitation	200	200	1,600	0	0	0	0	0	1,800
<b>Total Expenditures</b>	<b>5,040</b>	<b>4,630</b>	<b>5,200</b>	<b>3,480</b>	<b>5,250</b>	<b>5,870</b>	<b>6,220</b>	<b>6,270</b>	<b>36,920</b>
<b>AVAILABLE FOR SUPPORT</b>	<b>16,610</b>	<b>1,750</b>	<b>(2,250)</b>	<b>(270)</b>	<b>300</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>6,300</b>
Seismic Project Support									0
Other Project Support	700	1,300	400	100	100	100	0	0	2,000
<b>Total Support</b>	<b>700</b>	<b>1,300</b>	<b>400</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>2,000</b>
<b>AVAILABLE FOR PROGRAMMING</b>	<b>15,910</b>	<b>450</b>	<b>(2,650)</b>	<b>(370)</b>	<b>200</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>4,300</b>
Seismic Capital Outlay									0
Other Capital Outlay	15,910	3,500	200	200	200	200	0	0	4,300
<b>Total Capital Outlay</b>	<b>15,910</b>	<b>3,500</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>4,300</b>
<b>AVAILABLE FOR ADDITIONAL PROGRAMMING</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RESERVATIONS &amp; UNFUNDED PROGRAM</b>	<b>0</b>	<b>(3,050)</b>	<b>(2,850)</b>	<b>(570)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

August 1993

**1994 FUND ESTIMATE  
AERONAUTICS ACCOUNT  
BASED ON TRENDS AND EXISTING LAW  
(\$ in 1,000)**

	1993-94 & Prior	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	STIP TOTAL
<b>RESOURCES</b>									
Beginning Reserves	47	-	-	-	-	-	-	-	-
Aviation Gas Excise Tax	7,200	6,600	6,500	6,300	6,200	6,100	6,000	6,000	43,700
Jet Fuel Excise Tax	1,300	1,300	1,300	1,300	1,300	1,300	1,400	1,400	9,300
Interest (SMIF)	500	600	600	600	600	600	600	600	4,200
Sale of Documents	8	8	8	8	8	8	8	8	56
Transfer To TP&D Account (1)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(210)
Transfer To General Fund	(500)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,525</b>	<b>8,478</b>	<b>8,378</b>	<b>8,178</b>	<b>8,078</b>	<b>7,978</b>	<b>7,978</b>	<b>7,978</b>	<b>57,846</b>
<b>EXPENDITURES</b>									
State Operations	2,576	2,700	2,800	2,900	3,000	3,100	3,200	3,300	21,400
BCP Reservations (2) & (3)	0	400	600	500	300	311	322	333	2,766
<b>Total</b>	<b>2,576</b>	<b>3,100</b>	<b>3,400</b>	<b>3,400</b>	<b>3,300</b>	<b>3,411</b>	<b>3,522</b>	<b>3,633</b>	<b>23,766</b>
<b>FUNDS AVAILABLE FOR LOCAL ASSISTANCE</b>	<b>5,949</b>	<b>5,378</b>	<b>4,978</b>	<b>4,778</b>	<b>4,778</b>	<b>4,567</b>	<b>4,456</b>	<b>4,345</b>	<b>33,280</b>
<b>LOCAL ASSISTANCE</b>									
• Grants to Local Agencies	965	965	965	965	965	965	965	965	6,735
• Acquisition and Development (4)	3,818	3,994	294	0	0	0	0	0	4,288
<b>Total</b>	<b>4,783</b>	<b>4,959</b>	<b>1,259</b>	<b>965</b>	<b>965</b>	<b>965</b>	<b>965</b>	<b>965</b>	<b>11,843</b>
<b>FUNDS AVAILABLE FOR ADDITIONAL PROGRAMMING (2)</b>	<b>1,166</b>	<b>419</b>	<b>3,719</b>	<b>\$3,813</b>	<b>\$3,813</b>	<b>\$3,602</b>	<b>\$3,491</b>	<b>\$3,380</b>	<b>\$22,237</b>

**Notes:**

- (1) This figure represents the annual transfer to the Transportation Planning & Development Account as required by the Public Utilities Code § 21682.5.
- (2) Pursuant to the Public Utilities Code Section 21669 the Department is required to conduct noise hearings when a request is made.  
In fiscal year (FY) 1993/94 an operational reduction required by the Budget Act of 1992-93 Section 2660-011-041 substantially reduced available State operations funding. The reduction was extended to FY 1994-95 and may continue.  
Additional funding of approximately \$70,000 is needed for noise hearings in FY 1994-95.  
Restoration of the base budget funding (\$200,000) for noise hearings is proposed for FY 1994-95.
- (3) Chapter 710, Statutes of 1992 (AB 2824, Spier) temporarily suspended the requirement of reporting to the Legislature regarding the impact of military base closures through December 31, 1994. Pursuant to the Public Utilities Code Section 21632 beginning in January 1995 the Department will again be required to report to the legislature regarding the impact of military base closures.  
The costs are based on announced and projected military base closures through 1996/97. An annual reservation of \$100,000 is proposed beginning in FY 1995/96 for increased workload.
- (4) The California Transportation Commission (CTC) adopted only one project for FY 1995/96, which is a noise monitoring system in Ventura County at Camarillo Airport.

**Assumptions:**

Revenue generated from the excise tax on aviation gasoline is forecasted to begin a gradual decline as the aviation industry moves to jet fuel powered aircraft.  
Revenue from the excise tax on jet fuel is forecasted to remain steady with a slight increase near the end of the State Transportation Improvement Program (STIP) period.



## **Appendix B – County Funding Guarantees**



**2nd Quinquennium County Minimums 1988/89 - 1992/93**  
**Based on Expended/Appropriated State Highway Account funds and Applicable Rail Bonds**

Counties	% N/S	County Minimum	88/89 - 92/93 Expended/ Appropriated	Programmed 1992 Cycle	Total \$	Over	Under
ALAMEDA	9.76%	193.7	467.7	ALL PROJECTS	467.7	274.0	0.0
ALPINE	0.26%	5.2	3.3	EXPENDED OR	3.3	0.0	1.9
AMADOR	0.55%	10.9	13.9	APPROPRIATED	13.9	3.0	0.0
BUTTE	1.74%	34.5	7.8		7.8	0.0	26.7
CALAVERAS	0.63%	12.5	15.1		15.1	2.6	0.0
COLUSA	0.45%	8.9	39.5		39.5	30.6	0.0
CONTRA COSTA	5.76%	114.3	433.0		433.0	318.7	0.0
DEL NORTE	0.43%	8.5	12.2		12.2	3.7	0.0
EL DORADO	1.23%	24.4	35.7		35.7	11.3	0.0
FRESNO	5.83%	115.7	102.3		102.3	0.0	13.4
GLENN	0.51%	10.1	11.8		11.8	1.7	0.0
HUMBOLDT	1.91%	37.9	50.5		50.5	12.6	0.0
KINGS	1.08%	21.4	15.2		15.2	0.0	6.2
LAKE	0.71%	14.1	24.4		24.4	10.3	0.0
LASSEN	1.10%	21.8	29.9		29.9	8.1	0.0
MADERA	0.92%	18.3	23.5		23.5	5.2	0.0
MARIN	2.11%	41.9	32.8		32.8	0.0	9.1
MARIPOSA	0.45%	8.9	4.1		4.1	0.0	4.8
MENDOCINO	1.70%	33.7	85.2		85.2	51.5	0.0
MERCED	1.89%	37.5	43.0		43.0	5.5	0.0
MODOC	0.61%	12.1	18.6		18.6	6.5	0.0
MONTEREY	3.27%	64.9	31.9		31.9	0.0	33.0
NAPA	1.16%	23.0	10.7		10.7	0.0	12.3
NEVADA	0.82%	16.3	39.9		39.9	23.6	0.0
PLACER	1.44%	28.6	52.1		52.1	23.5	0.0
PLUMAS	0.70%	13.9	10.3		10.3	0.0	3.6
SACRAMENTO	7.14%	141.7	66.5		66.5	0.0	75.2
SAN BENITO	0.48%	9.5	3.4		3.4	0.0	6.1
SAN FRANCISCO	5.71%	113.3	133.4		133.4	20.1	0.0
SAN JOAQUIN	3.66%	72.6	78.0		78.0	5.4	0.0
SAN MATEO	5.50%	109.2	110.6		110.6	1.4	0.0
SANTA CLARA	11.43%	226.9	330.6		330.6	103.7	0.0
SANTA CRUZ	1.93%	38.3	24.0		24.0	0.0	14.3
SHASTA	1.90%	37.7	123.1		123.1	85.4	0.0
SIERRA	0.32%	6.4	4.7		4.7	0.0	1.7
SISKIYOU	1.39%	27.6	35.3		35.3	7.7	0.0
SOLANO	2.43%	48.2	61.8		61.8	13.6	0.0
SONOMA	3.20%	63.5	91.2		91.2	27.7	0.0
STANISLAUS	2.74%	54.4	28.7		28.7	0.0	25.7
SUTTER	0.69%	13.7	34.6		34.6	20.9	0.0
TEHAMA	0.95%	18.9	21.8		21.8	2.9	0.0
TRINITY	0.71%	14.1	6.3		6.3	0.0	7.8
TUOLUMNE	0.74%	14.7	9.8		9.8	0.0	4.9
YOLO	1.48%	29.4	39.1		39.1	9.7	0.0
YUBA	0.61%	12.1	18.0		18.0	5.9	0.0
Total North		1985.2	2835.3	0.0	2835.3	1096.8	246.7
IMPERIAL	1.92%	66.3	42.9		42.9	0.0	23.4
INYO	1.62%	55.9	29.2		29.2	0.0	26.7
KERN	5.20%	179.6	152.9		152.9	0.0	26.7
LOS ANGELES	41.72%	1440.5	2489.7		2489.7	1049.2	0.0
MONO	1.18%	40.7	28.7		28.7	0.0	12.0
ORANGE	10.81%	373.3	824.6		824.6	451.3	0.0
RIVERSIDE	5.90%	203.7	258.4		258.4	54.7	0.0
SAN BERNARDINO	8.98%	310.1	370.2		370.2	60.1	0.0
SAN DIEGO	11.68%	403.3	460.7		460.7	57.4	0.0
SAN LUIS OBISPO	2.12%	73.2	58.0		58.0	0.0	15.2
SANTA BARBARA	2.63%	90.8	49.7		49.7	0.0	41.1
TULARE	2.54%	87.7	39.8		39.8	0.0	47.9
VENTURA	3.71%	128.1	127.9		127.9	0.0	0.2
TOTAL SOUTH		3453.2	4932.7	0.0	4932.7	1672.7	193.2
TOTAL STATEWIDE		5438.4	7768.0	0.0	7768.0	2769.5	439.9

**1992 STIP REVISION**  
**3rd Quinquennium County Minimums 1993/94 - 1997/98**  
**Based on Available State Highway Account funds and Applicable Rail Bonds**

Counties	% N/S	County Minimum	93/94 Expended/ Appropriated	94/95 - 97/98 Programmed Revised	Total \$	Over	Under
ALAMEDA	9.24%	152.3	174.6	141.9	316.5	164.2	0.0
ALPINE	0.26%	4.3	1.1	7.1	8.2	3.9	0.0
AMADOR	0.59%	9.7	8.0	30.5	38.5	28.8	0.0
BUTTE	1.78%	29.3	0.4	69.7	70.1	40.8	0.0
CALAVERAS	0.67%	11.1	0.0	17.3	17.3	6.2	0.0
COLUSA	0.46%	7.5	0.0	19.2	19.2	11.7	0.0
CONTRA COSTA	5.75%	94.7	282.6	38.0	320.6	225.9	0.0
DEL NORTE	0.44%	7.2	2.2	27.7	29.9	22.7	0.0
EL DORADO	1.37%	22.6	5.1	29.6	34.7	12.1	0.0
FRESNO	6.07%	100.0	24.2	140.6	164.8	64.8	0.0
GLENN	0.50%	8.3	4.2	8.0	12.2	3.9	0.0
HUMBOLDT	1.82%	29.9	14.8	30.7	45.5	15.6	0.0
KINGS	1.16%	19.1	2.2	34.3	36.5	17.4	0.0
LAKE	0.75%	12.4	7.5	27.7	35.2	22.8	0.0
LASSEN	1.11%	18.3	0.0	50.8	50.8	32.5	0.0
MADERA	0.99%	16.3	7.0	19.6	26.6	10.3	0.0
MARIN	1.82%	30.0	7.5	40.5	48.0	18.0	0.0
MARIPOSA	0.45%	7.4	0.0	18.2	18.2	10.8	0.0
MENDOCINO	1.70%	28.0	19.2	51.8	71.0	43.0	0.0
MERCED	1.97%	32.5	41.2	39.9	81.1	48.6	0.0
MODOC	0.60%	10.0	0.0	23.7	23.7	13.7	0.0
MONTEREY	3.27%	53.9	4.4	105.7	110.1	56.2	0.0
NAPA	1.09%	17.9	6.2	47.3	53.5	35.6	0.0
NEVADA	0.92%	15.2	4.3	49.0	53.3	38.1	0.0
PLACER	1.64%	27.0	5.3	31.8	37.1	10.1	0.0
PLUMAS	0.69%	11.3	1.8	24.3	26.1	14.8	0.0
SACRAMENTO	7.68%	126.6	21.5	204.1	225.6	99.0	0.0
SAN BENITO	0.52%	8.6	3.0	26.9	29.9	21.3	0.0
SAN FRANCISCO	4.97%	82.0	54.2	91.0	145.2	63.2	0.0
SAN JOAQUIN	4.03%	66.4	2.2	85.4	87.6	21.2	0.0
SAN MATEO	5.02%	82.7	55.1	73.0	128.1	45.4	0.0
SANTA CLARA	10.81%	178.2	132.3	176.9	309.2	131.0	0.0
SANTA CRUZ	1.92%	31.7	11.4	50.8	62.2	30.5	0.0
SHASTA	1.94%	31.9	2.8	49.8	52.6	20.7	0.0
SIERRA	0.32%	5.3	5.3	4.1	9.4	4.1	0.0
SISKIYOU	1.35%	22.3	3.9	31.8	35.7	13.4	0.0
SOLANO	2.77%	45.7	1.9	85.4	87.3	41.6	0.0
SONOMA	3.33%	54.9	14.3	46.6	60.9	6.0	0.0
STANISLAUS	3.04%	50.1	0.8	84.7	85.5	35.4	0.0
SUTTER	0.69%	11.3	7.5	19.3	26.8	15.5	0.0
TEHAMA	0.96%	15.8	0.3	23.3	23.6	7.8	0.0
TRINITY	0.70%	11.6	0.1	16.9	17.0	5.4	0.0
TUOLUMNE	0.79%	13.0	0.7	26.9	27.6	14.6	0.0
YOLO	1.49%	24.6	1.4	39.4	40.8	16.2	0.0
YUBA	0.59%	9.7	0.0	12.0	12.0	2.3	0.0
Total North		1648.6	942.5	2273.2	3215.7	1567.1	0.0
IMPERIAL	1.89%	46.7	22.1	92.7	114.8	68.1	0.0
INYO	1.60%	39.6	5.7	81.7	87.4	47.8	0.0
KERN	5.31%	131.4	36.5	216.4	252.9	121.5	0.0
LOS ANGELES	38.98%	963.7	795.3	988.5	1783.8	820.1	0.0
MONO	1.17%	29.0	10.9	45.5	56.4	27.4	0.0
ORANGE	10.59%	261.9	26.9	280.1	307.0	45.1	0.0
RIVERSIDE	7.21%	178.1	76.3	228.4	304.7	126.6	0.0
SAN BERNARDINO	10.10%	249.6	131.6	394.9	526.5	276.9	0.0
SAN DIEGO	12.17%	301.0	206.8	341.4	548.2	247.2	0.0
SAN LUIS OBISPO	2.19%	54.2	3.2	93.9	97.1	42.9	0.0
SANTA BARBARA	2.58%	63.8	2.0	124.7	126.7	62.9	0.0
TULARE	2.53%	62.5	24.3	135.8	160.1	97.6	0.0
VENTURA	3.68%	90.9	16.0	125.7	141.7	50.8	0.0
TOTAL SOUTH		2472.4	1357.6	3149.7	4507.3	2034.9	0.0
TOTAL STATEWIDE		4121.0	2300.1	5422.9	7723.0	3602.0	0.0

1992 STIP REVISION  
4th Quinquennium County Minimums 1998/99 - 2002/03  
Based on Available State Highway Account funds and Applicable Rail Bonds

Counties	% N/S	County Minimum	Expended/ Appropriated	98/99 Programmed	Total \$	Over	Under
ALAMEDA	9.24%	71.2	NONE	43.7	43.7	0.0	27.5
ALPINE	0.26%	2.0		0.0	0.0	0.0	2.0
AMADOR	0.59%	4.5		5.1	5.1	0.6	0.0
BUTTE	1.78%	13.7		0.0	0.0	0.0	13.7
CALAVERAS	0.67%	5.2		0.0	0.0	0.0	5.2
COLUSA	0.46%	3.5		0.0	0.0	0.0	3.5
CONTRA COSTA	5.75%	44.3		1.4	1.4	0.0	42.9
DEL NORTE	0.44%	3.4		0.0	0.0	0.0	3.4
EL DORADO	1.37%	10.6		0.0	0.0	0.0	10.6
FRESNO	6.07%	46.8		58.2	58.2	11.4	0.0
GLENN	0.50%	3.9		0.0	0.0	0.0	3.9
HUMBOLDT	1.82%	14.0		0.0	0.0	0.0	14.0
KINGS	1.16%	8.9		0.0	0.0	0.0	8.9
LAKE	0.75%	5.8		1.7	1.7	0.0	4.1
LASSEN	1.11%	8.5		0.0	0.0	0.0	8.5
MADERA	0.99%	7.6		12.8	12.8	5.2	0.0
MARIN	1.82%	14.1		5.9	5.9	0.0	8.2
MARIPOSA	0.45%	3.5		0.0	0.0	0.0	3.5
MENDOCINO	1.70%	13.1		61.0	61.0	47.9	0.0
MERCED	1.97%	15.2		29.1	29.1	13.9	0.0
MODOC	0.60%	4.7		0.0	0.0	0.0	4.7
MONTEREY	3.27%	25.2		68.7	68.7	43.5	0.0
NAPA	1.09%	8.4		0.0	0.0	0.0	8.4
NEVADA	0.92%	7.1		0.0	0.0	0.0	7.1
PLACER	1.64%	12.6		1.0	1.0	0.0	11.6
PLUMAS	0.69%	5.3		2.4	2.4	0.0	2.9
SACRAMENTO	7.68%	59.2		15.9	15.9	0.0	43.3
SAN BENITO	0.52%	4.0		0.0	0.0	0.0	4.0
SAN FRANCISCO	4.97%	38.4		50.3	50.3	11.9	0.0
SAN JOAQUIN	4.03%	31.0		4.7	4.7	0.0	26.3
SAN MATEO	5.02%	38.7		17.3	17.3	0.0	21.4
SANTA CLARA	10.81%	83.4		37.9	37.9	0.0	45.5
SANTA CRUZ	1.92%	14.8		0.0	0.0	0.0	14.8
SHASTA	1.94%	14.9		0.0	0.0	0.0	14.9
SIERRA	0.32%	2.5		0.0	0.0	0.0	2.5
SISKIYOU	1.35%	10.4		0.0	0.0	0.0	10.4
SOLANO	2.77%	21.4		0.0	0.0	0.0	21.4
SONOMA	3.33%	25.7		1.2	1.2	0.0	24.5
STANISLAUS	3.04%	23.5		0.0	0.0	0.0	23.5
SUTTER	0.69%	5.3		0.0	0.0	0.0	5.3
TEHAMA	0.96%	7.4		0.0	0.0	0.0	7.4
TRINITY	0.70%	5.4		0.0	0.0	0.0	5.4
TUOLUMNE	0.79%	6.1		36.7	36.7	30.6	0.0
YOLO	1.49%	11.5		0.0	0.0	0.0	11.5
YUBA	0.59%	4.5		35.6	35.6	31.1	0.0
Total North		771.2		490.6	490.6	196.1	476.7
IMPERIAL	1.89%	21.8		0.0	0.0	0.0	21.8
INYO	1.60%	18.5		8.5	8.5	0.0	10.0
KERN	5.31%	61.5		73.7	73.7	12.2	0.0
LOS ANGELES	38.98%	450.9		192.3	192.3	0.0	258.6
MONO	1.17%	13.6		3.0	3.0	0.0	10.6
ORANGE	10.59%	122.5		46.5	46.5	0.0	76.0
RIVERSIDE	7.21%	83.4		41.8	41.8	0.0	41.6
SAN BERNARDINO	10.10%	116.8		0.0	0.0	0.0	116.8
SAN DIEGO	12.17%	140.8		59.8	59.8	0.0	81.0
SAN LUIS OBISPO	2.19%	25.4		0.0	0.0	0.0	25.4
SANTA BARBARA	2.58%	29.8		19.6	19.6	0.0	10.2
TULARE	2.53%	29.3		0.0	0.0	0.0	29.3
VENTURA	3.68%	42.5		15.6	15.6	0.0	26.9
TOTAL SOUTH		1156.8		460.8	460.8	12.2	708.2
TOTAL STATEWIDE		1928.0		951.4	951.4	208.3	1184.9

## **EXPLANATION OF CHARTS FOR COUNTY FUNDING GUARANTEE AND BID TARGET**

The purpose of these charts is to provide (1) a summary of the county shares and funding guarantee for the second (1988/89 - 1992/93), third (1993/94 - 1997/98) and fourth (1998/99 - 2002/03) quinquennium, and (2) a 1994 Transportation Enhancement Activity (TEA) target for each county.

### **I. County Funding Guarantee**

#### **A. County Shares**

This is a calculated number from the County Minimum Sheets. The second quinquennium is based on actual expenditures in the north and south with 30% for discretion. The third quinquennium is based on \$5,887 million and the fourth quinquennium is based on \$2,754 million. The third and fourth quinquennium is divided into north (40%) and south (60%) and then multiplied by 70% to determine the total available for distribution. That number is then distributed to each county based on the formula in Section 188.8 of the Streets and Highways Code.

#### **B. Commitments Against Guarantee**

These figures include all expended funds in the second quinquennium and all currently programmed projects in the 1992 STIP and 1992 HSOPP which are subject to the north/south split. The project costs are based on those used in the 1994 Fund Estimate.

#### **C. and D. Commitments over Guarantee/Estimated Remaining Guarantee**

These numbers are calculated by subtracting the *Commitments Against Guarantee* from the *County Shares*.

### **II. Bid Target for Transportation Enhancement Activities in the 1994 STIP**

This figure is based on \$100 million available statewide and calculated by the north/south (40%/60%) split and county minimum percentages and multiplied by 150%.

# COUNTY FUNDING GUARANTEE AND BID TARGET ALAMEDA

	(1988/89-92/93) 2nd QUIN	(1993/94 - 97/98) 3rd QUIN	(1998/99-2000/1) ONLY 4th QUIN
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	193.7	152.3	
(2) Estimated County Share			71.2
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	467.7	166.4	
(2) Programmed - 1992 STIP		109.6	43.7
(3) Programmed or Reserved 1992 HSOPP		40.5	
(4) Subtotal Commitments	467.7	316.5	43.7
<b>C. COMMITMENTS OVER GUARANTEE</b>	274.0	164.2	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	27.5 *
<b>II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP</b>			5.5
<b>III. STATEWIDE SUMMARY</b>			
	<b>North</b>	<b>South</b>	
3rd Quin. Over Guarantee	1567.1	2034.9	
3rd Quin. 30% Discretionary	706.4	1059.7	
Net 3rd Quin. Over Programmed	860.7 *	975.2 *	
4th Quin. County Shares	771.2	1156.8	
4th Quin. 30% Discretionary	330.5	495.8	
4th Quin. Total Available	1101.7	1652.6	
4th Quin. Programmed - 1992 STIP	490.6	460.8	
Net 4th Quin. Available For Programming	611.1 *	1191.8 *	

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET ALPINE

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	5.2	4.3	
(2) Estimated County Share			2.0
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	3.3	0.0	
(2) Programmed - 1992 STIP		2.6	0.0
(3) Programmed or Reserved 1992 HSOPP		5.6	
(4) Subtotal Commitments	3.3	8.2	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	3.9	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	1.9	0.0	2.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

0.2

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET AMADOR

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	10.9	9.7	
(2) Estimated County Share			4.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	13.9	7.4	
(2) Programmed - 1992 STIP		7.0	5.1
(3) Programmed or Reserved 1992 HSOPP		24.1	
(4) Subtotal Commitments	13.9	38.5	5.1
<b>C. COMMITMENTS OVER GUARANTEE</b>	3.0	28.8	0.6
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	0.0 *

**II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP**

0.4

**III. STATEWIDE SUMMARY**

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

**NOTES:**

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program



# COUNTY FUNDING GUARANTEE AND BID TARGET BUTTE

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	34.5	29.3	
(2) Estimated County Share			13.7
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	7.8	0.1	
(2) Programmed - 1992 STIP		52.7	0.0
(3) Programmed or Reserved 1992 HSOPP		17.3	
(4) Subtotal Commitments	7.8	70.1	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	40.8	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	26.7	0.0	13.7 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1.1

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET CALAVERAS

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	12.5	11.1	
(2) Estimated County Share			5.2
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	15.1	0.0	
(2) Programmed - 1992 STIP		3.5	0.0
(3) Programmed or Reserved 1992 HSOPP		13.8	
(4) Subtotal Commitments	15.1	17.3	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	2.6	6.2	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	5.2 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

0.4

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET COLUSA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	8.9	7.5	
(2) Estimated County Share			3.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	39.5	0.0	
(2) Programmed - 1992 STIP		2.6	0.0
(3) Programmed or Reserved 1992 HSOPP		16.6	
(4) Subtotal Commitments	39.5	19.2	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	30.6	11.7	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	3.5 *

**II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP**

0.3

**III. STATEWIDE SUMMARY**

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

**NOTES:**

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET CONTRA COSTA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	114.3	94.7	
(2) Estimated County Share			44.3
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	433.0	278.8	
(2) Programmed - 1992 STIP		29.4	1.4
(3) Programmed or Reserved 1992 HSOPP		12.4	
(4) Subtotal Commitments	433.0	320.6	1.4
<b>C. COMMITMENTS OVER GUARANTEE</b>	318.7	225.9	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	42.9 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

3.4

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET DEL NORTE

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	8.5	7.2	
(2) Estimated County Share			3.4
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	12.2	0.0	
(2) Programmed - 1992 STIP		23.7	0.0
(3) Programmed or Reserved 1992 HSOPP		6.2	
(4) Subtotal Commitments	12.2	29.9	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	3.7	22.7	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	3.4 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

0.3

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.

- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)

- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET EL DORADO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) <u>ONLY</u> <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	24.4	22.6	
(2) Estimated County Share			10.6
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	35.7	0.2	
(2) Programmed - 1992 STIP		16.2	0.0
(3) Programmed or Reserved 1992 HSOPP		18.3	
(4) Subtotal Commitments	35.7	34.7	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	11.3	12.1	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	10.6 *

**II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP**

0.8

**III. STATEWIDE SUMMARY**

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

**NOTES:**

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program



# COUNTY FUNDING GUARANTEE AND BID TARGET FRESNO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	115.7	100.0	
(2) Estimated County Share			46.8
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	102.3	8.1	
(2) Programmed - 1992 STIP		78.4	58.2
(3) Programmed or Reserved 1992 HSOPP		78.3	
(4) Subtotal Commitments	102.3	164.8	58.2
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	64.8	11.4
<b>D. ESTIMATED REMAINING GUARANTEE</b>	13.4	0.0	0.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

3.6

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.

- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)

- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET GLENN

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	10.1	8.3	
(2) Estimated County Share			3.9
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	11.8	0.0	
(2) Programmed - 1992 STIP		0.0	0.0
(3) Programmed or Reserved 1992 HSOPP		12.2	
(4) Subtotal Commitments	11.8	12.2	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	1.7	3.9	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	3.9 *
<b>II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP</b>			0.3
<b>III. STATEWIDE SUMMARY</b>			
	<b>North</b>	<b>South</b>	
3rd Quin. Over Guarantee	1567.1	2034.9	
3rd Quin. 30% Discretionary	706.4	1059.7	
Net 3rd Quin. Over Programmed	860.7 *	975.2 *	
4th Quin. County Shares	771.2	1156.8	
4th Quin. 30% Discretionary	330.5	495.8	
4th Quin. Total Available	1101.7	1652.6	
4th Quin. Programmed - 1992 STIP	490.6	460.8	
Net 4th Quin. Available For Programming	611.1 *	1191.8 *	

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET HUMBOLDT

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	37.9	29.9	
(2) Estimated County Share			14.0
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	50.5	0.0	
(2) Programmed - 1992 STIP		1.2	0.0
(3) Programmed or Reserved 1992 HSOPP		44.3	
(4) Subtotal Commitments	50.5	45.5	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	12.6	15.6	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	14.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1.1

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET IMPERIAL

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	66.3	46.7	
(2) Estimated County Share			21.8
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	42.9	22.1	
(2) Programmed - 1992 STIP		56.4	0.0
(3) Programmed or Reserved 1992 HSOPP		36.3	
(4) Subtotal Commitments	42.9	114.8	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	68.1	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	23.4	0.0	21.8 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1.7

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET INYO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	55.9	39.6	
(2) Estimated County Share			18.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	29.2	4.3	
(2) Programmed - 1992 STIP		36.4	8.5
(3) Programmed or Reserved 1992 HSOPP		46.7	
(4) Subtotal Commitments	29.2	87.4	8.5
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	47.8	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	26.7	0.0	10.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1.4

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET KERN

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	179.6	131.4	
(2) Estimated County Share			61.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	152.9	27.1	
(2) Programmed - 1992 STIP		104.7	73.7
(3) Programmed or Reserved 1992 HSOPP		121.1	
(4) Subtotal Commitments	152.9	252.9	73.7
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	121.5	12.2
<b>D. ESTIMATED REMAINING GUARANTEE</b>	26.7	0.0	0.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

4.8

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program



# COUNTY FUNDING GUARANTEE AND BID TARGET KINGS

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	21.4	19.1	
(2) Estimated County Share			8.9
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	15.2	1.0	
(2) Programmed - 1992 STIP		18.6	0.0
(3) Programmed or Reserved 1992 HSOPP		16.9	
(4) Subtotal Commitments	15.2	36.5	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	17.4	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	6.2	0.0	8.9 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

0.7

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET LAKE

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	14.1	12.4	
(2) Estimated County Share			5.8
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	24.4	3.0	
(2) Programmed - 1992 STIP		17.7	1.7
(3) Programmed or Reserved 1992 HSOPP		14.5	
(4) Subtotal Commitments	24.4	35.2	1.7
<b>C. COMMITMENTS OVER GUARANTEE</b>	10.3	22.8	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	4.1 *
<b>II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP</b>			0.5
<b>III. STATEWIDE SUMMARY</b>			
	<b>North</b>	<b>South</b>	
3rd Quin. Over Guarantee	1567.1	2034.9	
3rd Quin. 30% Discretionary	706.4	1059.7	
Net 3rd Quin. Over Programmed	860.7 *	975.2 *	
4th Quin. County Shares	771.2	1156.8	
4th Quin. 30% Discretionary	330.5	495.8	
4th Quin. Total Available	1101.7	1652.6	
4th Quin. Programmed - 1992 STIP	490.6	460.8	
Net 4th Quin. Available For Programming	611.1 *	1191.8 *	

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET LASSEN

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	21.8	18.3	
(2) Estimated County Share			8.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	29.9	0.0	
(2) Programmed - 1992 STIP		0.0	0.0
(3) Programmed or Reserved 1992 HSOPP		50.8	
(4) Subtotal Commitments	29.9	50.8	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	8.1	32.5	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	8.5 *

**II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP**

0.7

**III. STATEWIDE SUMMARY**

	<b>North</b>	<b>South</b>
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

**NOTES:**

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET LOS ANGELES

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	1440.5	963.7	
(2) Estimated County Share			450.9
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	2489.7	765.0	
(2) Programmed - 1992 STIP		822.7	192.3
(3) Programmed or Reserved 1992 HSOPP		196.1	
(4) Subtotal Commitments	2489.7	1783.8	192.3
<b>C. COMMITMENTS OVER GUARANTEE</b>	1049.2	820.1	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	258.6 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

35.1

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET MADERA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	18.3	16.3	
(2) Estimated County Share			7.6
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	23.5	0.0	
(2) Programmed - 1992 STIP		1.7	12.8
(3) Programmed or Reserved 1992 HSOPP		24.9	
(4) Subtotal Commitments	23.5	26.6	12.8
<b>C. COMMITMENTS OVER GUARANTEE</b>	5.2	10.3	5.2
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	0.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

0.6

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalks, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET MARIN

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	41.9	30.0	
(2) Estimated County Share			14.1
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	32.8	6.3	
(2) Programmed - 1992 STIP		34.7	5.9
(3) Programmed or Reserved 1992 HSOPP		7.0	
(4) Subtotal Commitments	32.8	48.0	5.9
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	18.0	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	9.1	0.0	8.2 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1.1

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program



# COUNTY FUNDING GUARANTEE AND BID TARGET MARIPOSA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	8.9	7.4	
(2) Estimated County Share			3.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	4.1	0.0	
(2) Programmed - 1992 STIP		6.4	0.0
(3) Programmed or Reserved 1992 HSOPP		11.8	
(4) Subtotal Commitments	4.1	18.2	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	10.8	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	4.8	0.0	3.5 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

0.3

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET MENDOCINO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	33.7	28.0	
(2) Estimated County Share			13.1
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	85.2	12.5	
(2) Programmed - 1992 STIP		9.5	61.0
(3) Programmed or Reserved 1992 HSOPP		49.0	
(4) Subtotal Commitments	85.2	71.0	61.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	51.5	43.0	47.9
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	0.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET MERCED

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	37.5	32.5	
(2) Estimated County Share			15.2
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	43.0	30.1	
(2) Programmed - 1992 STIP		12.3	29.1
(3) Programmed or Reserved 1992 HSOPP		38.7	
(4) Subtotal Commitments	43.0	81.1	29.1
<b>C. COMMITMENTS OVER GUARANTEE</b>	5.5	48.6	13.9
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	0.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1.2

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET MODOC

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	12.1	10.0	
(2) Estimated County Share			4.7
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	18.6	0.0	
(2) Programmed - 1992 STIP		0.0	0.0
(3) Programmed or Reserved 1992 HSOPP		23.7	
(4) Subtotal Commitments	18.6	23.7	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	6.5	13.7	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	4.7 *
<b>II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP</b>			0.4
<b>III. STATEWIDE SUMMARY</b>			
	<b>North</b>	<b>South</b>	
3rd Quin. Over Guarantee	1567.1	2034.9	
3rd Quin. 30% Discretionary	706.4	1059.7	
Net 3rd Quin. Over Programmed	860.7 *	975.2 *	
4th Quin. County Shares	771.2	1156.8	
4th Quin. 30% Discretionary	330.5	495.8	
4th Quin. Total Available	1101.7	1652.6	
4th Quin. Programmed - 1992 STIP	490.6	460.8	
Net 4th Quin. Available For Programming	611.1 *	1191.8 *	

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET MONO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	40.7	29.0	
(2) Estimated County Share			13.6
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	28.7	10.9	
(2) Programmed - 1992 STIP		20.6	3.0
(3) Programmed or Reserved 1992 HSOPP		24.9	
(4) Subtotal Commitments	28.7	56.4	3.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	27.4	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	12.0	0.0	10.6 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1.1

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET MONTEREY

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	64.9	53.9	
(2) Estimated County Share			25.2
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	31.9	0.0	
(2) Programmed - 1992 STIP		78.2	68.7
(3) Programmed or Reserved 1992 HSOPP		31.9	
(4) Subtotal Commitments	31.9	110.1	68.7
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	56.2	43.5
<b>D. ESTIMATED REMAINING GUARANTEE</b>	33.0	0.0	0.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

2

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program



# COUNTY FUNDING GUARANTEE AND BID TARGET NAPA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	23.0	17.9	
(2) Estimated County Share			8.4
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	10.7	6.2	
(2) Programmed - 1992 STIP		26.2	0.0
(3) Programmed or Reserved 1992 HSOPP		21.1	
(4) Subtotal Commitments	10.7	53.5	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	35.6	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	12.3	0.0	8.4 *

**II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP**

0.7

**III. STATEWIDE SUMMARY**

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

**NOTES:**

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET NEVADA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) <u>ONLY</u> <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	16.3	15.2	
(2) Estimated County Share			7.1
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	39.9	3.0	
(2) Programmed - 1992 STIP		19.3	0.0
(3) Programmed or Reserved 1992 HSOPP		31.0	
(4) Subtotal Commitments	39.9	53.3	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	23.6	38.1	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	7.1 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

0.6

## III. STATEWIDE SUMMARY

	<b>North</b>	<b>South</b>
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET ORANGE

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	373.3	261.9	
(2) Estimated County Share			122.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	824.6	20.6	
(2) Programmed - 1992 STIP		212.7	46.5
(3) Programmed or Reserved 1992 HSOPP		73.7	
(4) Subtotal Commitments	824.6	307.0	46.5
<b>C. COMMITMENTS OVER GUARANTEE</b>	451.3	45.1	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	76.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

9.5

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET PLACER

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) <u>ONLY</u> <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	28.6	27.0	
(2) Estimated County Share			12.6
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	52.1	0.0	
(2) Programmed - 1992 STIP		3.2	1.0
(3) Programmed or Reserved 1992 HSOPP		33.9	
(4) Subtotal Commitments	52.1	37.1	1.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	23.5	10.1	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	11.6 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET PLUMAS

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	13.9	11.3	
(2) Estimated County Share			5.3
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	10.3	1.8	
(2) Programmed - 1992 STIP		0.0	2.4
(3) Programmed or Reserved 1992 HSOPP		24.3	
(4) Subtotal Commitments	10.3	26.1	2.4
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	14.8	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	3.6	0.0	2.9 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

0.4

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET RIVERSIDE

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	203.7	178.1	
(2) Estimated County Share			83.4
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	258.4	69.6	
(2) Programmed - 1992 STIP		149.9	41.8
(3) Programmed or Reserved 1992 HSOPP		85.2	
(4) Subtotal Commitments	258.4	304.7	41.8
<b>C. COMMITMENTS OVER GUARANTEE</b>	54.7	126.6	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	41.6 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

6.5

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program



# COUNTY FUNDING GUARANTEE AND BID TARGET SACRAMENTO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	141.7	126.6	
(2) Estimated County Share			59.2
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	66.5	17.4	
(2) Programmed - 1992 STIP		183.2	15.9
(3) Programmed or Reserved 1992 HSOPP		25.0	
(4) Subtotal Commitments	66.5	225.6	15.9
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	99.0	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	75.2	0.0	43.3 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

4.6

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls; and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SAN BENITO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	9.5	8.6	
(2) Estimated County Share			4.0
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	3.4	3.0	
(2) Programmed - 1992 STIP		17.5	0.0
(3) Programmed or Reserved 1992 HSOPP		9.4	
(4) Subtotal Commitments	3.4	29.9	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	21.3	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	6.1	0.0	4.0 *
<b>II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP</b>			0.3
<b>III. STATEWIDE SUMMARY</b>			
	<b>North</b>	<b>South</b>	
3rd Quin. Over Guarantee	1567.1	2034.9	
3rd Quin. 30% Discretionary	706.4	1059.7	
Net 3rd Quin. Over Programmed	860.7 *	975.2 *	
4th Quin. County Shares	771.2	1156.8	
4th Quin. 30% Discretionary	330.5	495.8	
4th Quin. Total Available	1101.7	1652.6	
4th Quin. Programmed - 1992 STIP	490.6	460.8	
Net 4th Quin. Available For Programming	611.1 *	1191.8 *	

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SAN BERNARDINO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	310.1	249.6	
(2) Estimated County Share			116.8
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	370.2	113.8	
(2) Programmed - 1992 STIP		260.4	0.0
(3) Programmed or Reserved 1992 HSOPP		152.3	
(4) Subtotal Commitments	370.2	526.5	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	60.1	276.9	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	116.8 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

9.1

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SAN DIEGO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	403.3	301.0	
(2) Estimated County Share			140.8
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	460.7	197.1	
(2) Programmed - 1992 STIP		299.9	59.8
(3) Programmed or Reserved 1992 HSOPP		51.2	
(4) Subtotal Commitments	460.7	548.2	59.8
<b>C. COMMITMENTS OVER GUARANTEE</b>	57.4	247.2	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	81.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

11

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SAN FRANCISCO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	113.3	82.0	
(2) Estimated County Share			38.4
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	133.4	52.3	
(2) Programmed - 1992 STIP		88.5	50.3
(3) Programmed or Reserved 1992 HSOPP		4.4	
(4) Subtotal Commitments	133.4	145.2	50.3
<b>C. COMMITMENTS OVER GUARANTEE</b>	20.1	63.2	11.9
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	0.0 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

3

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SAN JOAQUIN

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	72.6	66.4	
(2) Estimated County Share			31.0
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	78.0	0.0	
(2) Programmed - 1992 STIP		42.0	4.7
(3) Programmed or Reserved 1992 HSOPP		45.6	
(4) Subtotal Commitments	78.0	87.6	4.7
<b>C. COMMITMENTS OVER GUARANTEE</b>	5.4	21.2	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	26.3 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

2.4

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program



# COUNTY FUNDING GUARANTEE AND BID TARGET SAN LUIS OBISPO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	73.2	54.2	
(2) Estimated County Share			25.4
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	58.0	1.8	
(2) Programmed - 1992 STIP		60.3	0.0
(3) Programmed or Reserved 1992 HSOPP		35.0	
(4) Subtotal Commitments	58.0	97.1	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	42.9	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	15.2	0.0	25.4 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

2

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SAN MATEO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) <u>ONLY</u> <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	109.2	82.7	
(2) Estimated County Share			38.7
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	110.6	43.5	
(2) Programmed - 1992 STIP		49.4	17.3
(3) Programmed or Reserved 1992 HSOPP		35.2	
(4) Subtotal Commitments	110.6	128.1	17.3
<b>C. COMMITMENTS OVER GUARANTEE</b>	1.4	45.4	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	21.4 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

3

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SANTA BARBARA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) <u>ONLY</u> <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	90.8	63.8	
(2) Estimated County Share			29.8
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	49.7	1.9	
(2) Programmed - 1992 STIP		64.6	19.6
(3) Programmed or Reserved 1992 HSOPP		60.2	
(4) Subtotal Commitments	49.7	126.7	19.6
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	62.9	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	41.1	0.0	10.2 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

2.3

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SANTA CLARA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	226.9	178.2	
(2) Estimated County Share			83.4
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	330.6	118.3	
(2) Programmed - 1992 STIP		165.5	37.9
(3) Programmed or Reserved 1992 HSOPP		25.4	
(4) Subtotal Commitments	330.6	309.2	37.9
<b>C. COMMITMENTS OVER GUARANTEE</b>	103.7	131.0	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	45.5 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

6.5

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SANTA CRUZ

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	38.3	31.7	
(2) Estimated County Share			14.8
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	24.0	11.4	
(2) Programmed - 1992 STIP		30.2	0.0
(3) Programmed or Reserved 1992 HSOPP		20.6	
(4) Subtotal Commitments	24.0	62.2	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	30.5	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	14.3	0.0	14.8 *

**II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP**

1.2

**III. STATEWIDE SUMMARY**

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

**NOTES:**

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.

- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)

- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SHASTA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) <u>ONLY</u> <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	37.7	31.9	
(2) Estimated County Share			14.9
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	123.1	0.0	
(2) Programmed - 1992 STIP		0.2	0.0
(3) Programmed or Reserved 1992 HSOPP		52.4	
(4) Subtotal Commitments	123.1	52.6	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	85.4	20.7	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	14.9 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1.2

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program



# COUNTY FUNDING GUARANTEE AND BID TARGET SIERRA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	6.4	5.3	
(2) Estimated County Share			2.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	4.7	0.0	
(2) Programmed - 1992 STIP		3.3	0.0
(3) Programmed or Reserved 1992 HSOPP		6.1	
(4) Subtotal Commitments	4.7	9.4	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	4.1	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	1.7	0.0	2.5 *

**II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP**

0.2

**III. STATEWIDE SUMMARY**

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

**NOTES:**

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SISKIYOU

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	27.6	22.3	
(2) Estimated County Share			10.4
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	35.3	0.0	
(2) Programmed - 1992 STIP		0.0	0.0
(3) Programmed or Reserved 1992 HSOPP		35.7	
(4) Subtotal Commitments	35.3	35.7	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	7.7	13.4	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	10.4 *
<b>II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP</b>			0.8
<b>III. STATEWIDE SUMMARY</b>			
	<b>North</b>	<b>South</b>	
3rd Quin. Over Guarantee	1567.1	2034.9	
3rd Quin. 30% Discretionary	706.4	1059.7	
Net 3rd Quin. Over Programmed	860.7 *	975.2 *	
4th Quin. County Shares	771.2	1156.8	
4th Quin. 30% Discretionary	330.5	495.8	
4th Quin. Total Available	1101.7	1652.6	
4th Quin. Programmed - 1992 STIP	490.6	460.8	
Net 4th Quin. Available For Programming	611.1 *	1191.8 *	

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SOLANO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	48.2	45.7	
(2) Estimated County Share			21.4
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	61.8	0.3	
(2) Programmed - 1992 STIP		58.2	0.0
(3) Programmed or Reserved 1992 HSOPP		28.8	
(4) Subtotal Commitments	61.8	87.3	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	13.6	41.6	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	21.4 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1.7

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SONOMA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	63.5	54.9	
(2) Estimated County Share			25.7
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	91.2	4.7	
(2) Programmed - 1992 STIP		20.2	1.2
(3) Programmed or Reserved 1992 HSOPP		36.0	
(4) Subtotal Commitments	91.2	60.9	1.2
<b>C. COMMITMENTS OVER GUARANTEE</b>	27.7	6.0	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	24.5 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

2

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET STANISLAUS

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	54.4	50.1	
(2) Estimated County Share			23.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	28.7	0.2	
(2) Programmed - 1992 STIP		69.9	0.0
(3) Programmed or Reserved 1992 HSOPP		15.4	
(4) Subtotal Commitments	28.7	85.5	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	35.4	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	25.7	0.0	23.5 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

1.8

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.

- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)

- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET SUTTER

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	13.7	11.3	
(2) Estimated County Share			5.3
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	34.6	0.0	
(2) Programmed - 1992 STIP		5.8	0.0
(3) Programmed or Reserved 1992 HSOPP		21.0	
(4) Subtotal Commitments	34.6	26.8	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	20.9	15.5	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	5.3 *

**II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP**

0.4

**III. STATEWIDE SUMMARY**

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

**NOTES:**

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program



# COUNTY FUNDING GUARANTEE AND BID TARGET TEHAMA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	18.9	15.8	
(2) Estimated County Share			7.4
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	21.8	0.0	
(2) Programmed - 1992 STIP		7.2	0.0
(3) Programmed or Reserved 1992 HSOPP		16.4	
(4) Subtotal Commitments	21.8	23.6	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	2.9	7.8	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	7.4 *

**II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP**

0.6

**III. STATEWIDE SUMMARY**

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

**NOTES:**

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET TRINITY

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	14.1	11.6	
(2) Estimated County Share			5.4
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	6.3	0.0	
(2) Programmed - 1992 STIP		0.0	0.0
(3) Programmed or Reserved 1992 HSOPP		17.0	
(4) Subtotal Commitments	6.3	17.0	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	5.4	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	7.8	0.0	5.4 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

0.4

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET TULARE

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	87.7	62.5	
(2) Estimated County Share			29.3
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	39.8	22.6	
(2) Programmed - 1992 STIP		82.4	0.0
(3) Programmed or Reserved 1992 HSOPP		55.1	
(4) Subtotal Commitments	39.8	160.1	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	97.6	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	47.9	0.0	29.3 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

2.3

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET TUOLUMNE

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) <u>ONLY</u> <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	14.7	13.0	
(2) Estimated County Share			6.1
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	9.8	0.1	
(2) Programmed - 1992 STIP		19.7	36.7
(3) Programmed or Reserved 1992 HSOPP		7.8	
(4) Subtotal Commitments	9.8	27.6	36.7
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	14.6	30.6
<b>D. ESTIMATED REMAINING GUARANTEE</b>	4.9	0.0	0.0 *
<b>II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP</b>			0.5
<b>III. STATEWIDE SUMMARY</b>			
	<b>North</b>	<b>South</b>	
3rd Quin. Over Guarantee	1567.1	2034.9	
3rd Quin. 30% Discretionary	706.4	1059.7	
Net 3rd Quin. Over Programmed	860.7 *	975.2 *	
4th Quin. County Shares	771.2	1156.8	
4th Quin. 30% Discretionary	330.5	495.8	
4th Quin. Total Available	1101.7	1652.6	
4th Quin. Programmed - 1992 STIP	490.6	460.8	
Net 4th Quin. Available For Programming	611.1 *	1191.8 *	

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

## NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET VENTURA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	128.1	90.9	
(2) Estimated County Share			42.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	127.9	7.4	
(2) Programmed - 1992 STIP		103.9	15.6
(3) Programmed or Reserved 1992 HSOPP		30.4	
(4) Subtotal Commitments	127.9	141.7	15.6
<b>C. COMMITMENTS OVER GUARANTEE</b>	0.0	50.8	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.2	0.0	26.9 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

3.3

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program

# COUNTY FUNDING GUARANTEE AND BID TARGET YOLO

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	29.4	24.6	
(2) Estimated County Share			11.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	39.1	0.5	
(2) Programmed - 1992 STIP		21.6	0.0
(3) Programmed or Reserved 1992 HSOPP		18.7	
(4) Subtotal Commitments	39.1	40.8	0.0
<b>C. COMMITMENTS OVER GUARANTEE</b>	9.7	16.2	0.0
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	11.5 *

## II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP

0.9

## III. STATEWIDE SUMMARY

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

### NOTES:

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program



# COUNTY FUNDING GUARANTEE AND BID TARGET YUBA

	(1988/89-92/93) <u>2nd QUIN</u>	(1993/94 - 97/98) <u>3rd QUIN</u>	(1998/99-2000/1) ONLY <u>4th QUIN</u>
<b>I. COUNTY FUNDING GUARANTEE</b>			
<b>A. COUNTY SHARES</b>			
(1) Funding Guarantee	12.1	9.7	
(2) Estimated County Share			4.5
<b>B. COMMITMENTS AGAINST GUARANTEE</b>			
(1) Expended / Appropriated - 1992 STIP	18.0	0.0	
(2) Programmed - 1992 STIP		5.9	35.6
(3) Programmed or Reserved 1992 HSOPP		6.1	
(4) Subtotal Commitments	18.0	12.0	35.6
<b>C. COMMITMENTS OVER GUARANTEE</b>	5.9	2.3	31.1
<b>D. ESTIMATED REMAINING GUARANTEE</b>	0.0	0.0	0.0 *

**II. BID TARGET FOR TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE 1994 STIP**

0.4

**III. STATEWIDE SUMMARY**

	North	South
3rd Quin. Over Guarantee	1567.1	2034.9
3rd Quin. 30% Discretionary	706.4	1059.7
Net 3rd Quin. Over Programmed	860.7 *	975.2 *
4th Quin. County Shares	771.2	1156.8
4th Quin. 30% Discretionary	330.5	495.8
4th Quin. Total Available	1101.7	1652.6
4th Quin. Programmed - 1992 STIP	490.6	460.8
Net 4th Quin. Available For Programming	611.1 *	1191.8 *

\* The 4th Quin. estimated remaining Guarantee and the net 4th Quin. available for programming are subject to being taken up by the net 3rd Quin over programming. This would entail the possible delaying of projects from the 3rd to the 4th Quin.

**NOTES:**

- The funding guarantee is based on the county minimum distribution of all State Highway Account Funds and Passenger Rail Bonds available and subject to the north/south and county minimum requirements. It includes the following programs: Flexible Congestion Relief, Interregional Road System, Soundwalls, and Commuter and Urban Rail. State Highway Operation and Protection Program projects are counted as Flexible Congestion Relief per Section 188(b) of the Streets and Highways Code.
- Amounts already programmed are based on (a) the actual expenditures for right-of-way; (b) the voted cost for all voted projects; and (c) escalated costs for projects in the 1992 HSOPP & 1992 STIP (including amendments.)
- In addition to the funding guarantee described above, projects may be eligible for funding from the State Highway Account or Passenger Rail Bond Fund under the following programs: State Highway Operation and Protection Program, State-Local Partnership Program, Intercity Rail Program, and Traffic Systems Management Program